

ALL HANDS

AUGUST 1970







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Taffrail Talk

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• **FRONT COVER: DOWN UNDER**—Navy scuba divers work underwater in Operation Sealab.

• **AT LEFT: HELO RECOVERY**—Mirror on the bridge of a Navy antisubmarine carrier reflects the reversed image of an SH-3A Sea King helicopter landing on deck.

—Photo by PH2 Thomas M. Putman, USN.

E Awards



EVERY YEAR THE TOP SHIPS in the Fleet are singled out for Battle Efficiency "E" awards.

What makes a ship an award winner? It takes effective leadership and good morale, well-kept equipment and extra hours of hard work to form any winning team. If a ship sports an "E" on her bridge bulwark, it's because all hands turned to and made the little extra effort that means the difference between good and outstanding performance.

Whether cruiser or tug, every unit in the Fleet has the same ultimate mission: to maintain as high a degree of combat readiness as possible. The ships and air squadrons listed below are among those selected, by their type commanders, as most battle-ready during competitive cycles ending in 1969 and 1970. The names of other winners will be published as received.

Special mention should be made of:

- USS *Chipola* (AO 63), awarded a Gold "E" for five consecutive wins in the annual competition.

- Naval Mobile Construction Battalion 62, winner of the Peltier Award as the Fleet's top Seabee unit of 1969, as well as a Battle Efficiency "E".

In the following list, an asterisk indicates ships which have been deactivated or are scheduled for deactivation since the "E" awards were announced.

Here, now, are the winners:

Cruiser-Destroyer Force, Pacific

- *New Jersey (BB 62)
- Piedmont (AD 17)
- Lynde McCormick (DDG 8)
- Robison (DDG 12)
- Berkeley (DDG 15)
- Decatur (DDG 31)
- Hamner (DD 718)
- James E. Kyes (DD 787)
- Eversole (DD 789)
- Shelton (DD 790)
- Dennis J. Buckley (DD 808)
- Carpenter (DD 825)
- Ozbourn (DD 846)
- *Hissem (DER 400)
- Claud Jones (DE 1033)

Cruiser-Destroyer Force, Atlantic

- *Boston (CA 69)
- *Wright (CC 2)
- Barney (DDG 6)
- Sellers (DDG 11)
- Conyngham (DDG 17)
- *Waller (DD 466)
- *Charles S. Sperry (DD 697)
- Hugh Purvis (DD 709)



Photos clockwise from top left: ComNavAirPac "E" plaque given to Attack Squadron 97. CO of USS Furse (DD 882) touches up ASW/Ops "A" on Asroc launcher. CO and XO of Hancock (CVA 19) decorate bridge bulwark. VP 48 CPO paints "E" on plane's nose. USS Chipola (AO 63) was Serv-Pac "E" winner. Crewmen of USS Carpenter (DD 825) display six awards, including big "E." CPOs of VA 97 pose with CO and "E."



*Lowry (DD 770)
Willard Keith (DD 775)
*Massey (DD 778)
*Turner (DD 834)
Power (DD 839)
Furse (DD 882)
O'Hare (DD 889)
Richard L. Page (DEG 5)
Julius A. Furer (DEG 6)
Cromwell (DE 1014)
Joseph K. Taussig (DE 1030)
Naval Air Force, Pacific
Hancock (CVA 19)
*Hornet (CVS 12)

Air Squadrons—VF 142, .
VF 191, VA 97, VA 165,
VA 192, VAH 10,
VAQ 134, VAW 116,
VP 48, VS 33, HS 4

Naval Air Force, Atlantic
Forrestal (CVA 59)
Wasp (CVS 18)
Air Squadrons—VF 33,
VA 75, VA 81, VA 105,
VAW 123, VP 10, VP 16,
VP 24, VS 32, HS 5,
RVAH 1

Submarine Force, Pacific

*Bream (SS 243)
Sabalo (SS 302)
Catfish (SS 339)
Razorback (SS 394)
Tang (SS 563)
Sargo (SSN 583)
Permit (SSN 594)
Guardfish (SSN 612)
Flasher (SSN 613)
Haddock (SSN 621)
Queenfish (SSN 651)
Florikan (ASR 9)

Submarine Force, Atlantic

*Sablefish (AGSS 303)
*Blenny (AGSS 324)
Cobbler (SS 344)
*Tench (AGSS 417)
Tirante (SS 420)
Trutta (SS 421)
Sea Leopard (SS 483)
Darter (SS 576)
Shark (SSN 591)
Haddo (SSN 604)
Greenling (SSN 614)
Gato (SSN 615)

Sturgeon (SSN 637)
Lapon (SSN 661)
Dolphin (AGSS 555)
Barracuda (SST 3)
Orion (AS 18)
Petrel (ASR 14)

Service Force, Pacific

*Arlington (AGMR 2)
Chipola (AO 63)
Cree (ATF 84)
Current (ARS 22)
Klondike (AR 22)
Manatee (AO 58)
Mars (AFS 1)
Mauna Kea (AE 22)
Moctobi (ATF 105)

*Monmouth County
(LST 1032)
*Patapsco (AOG 1)
*Serrano (AGS 24)
*Sunnadin (ATA 197)
Tutuila (ARG 4)
Vega (AF 59)

Service Force, Atlantic

Arcturus (AF 52)
*Belmont (AGTR 4)
Catawba (ATA 210)

Chukawan (AO 100)
Mobile Construction
Battalion 62
Mosopelea (ATF 158)
Nantahala (AO 60)
Paiute (ATF 159)
Pawcatuck (AO 108)
Preserver (ARS 8)
Rigel (AF 58)
Sylvania (AFS 2)

Mine Force, Pacific

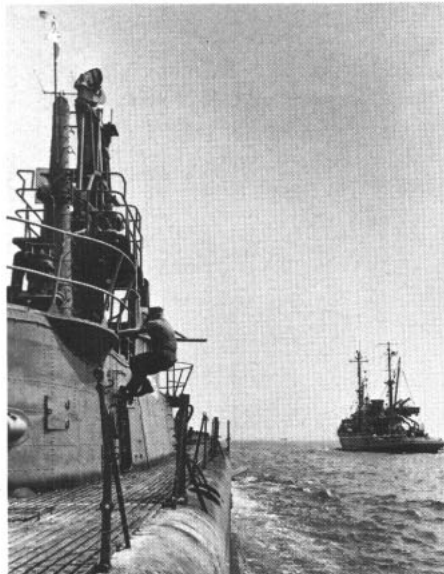
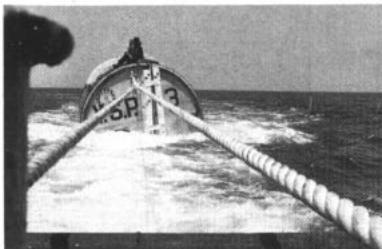
Pivot (MSO 463)
Prime (MSO 466)

Mine Force, Atlantic

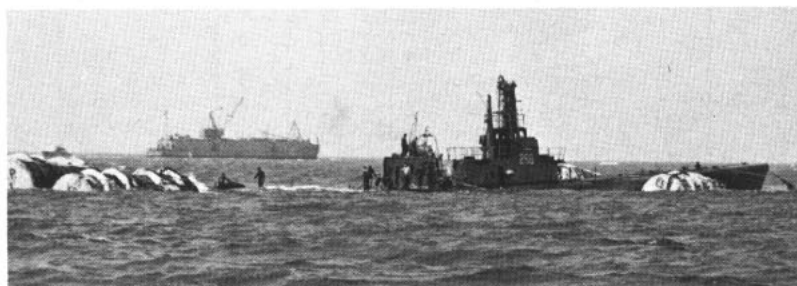
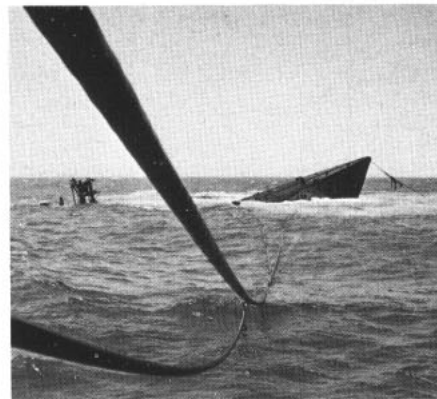
Venture (MSO 496)
Adroit (MSO 509)

Amphibious Force, Atlantic

Arneb (LKA 56)
*Capricornus (LKA 57)
Dodge County (LST 722)
Hermitage (LSD 34)
LCU 1625
*Mountrail (LPA 213)
Muliphen (LKA 61)
Raleigh (LPD 1)



Counterclockwise from above: (1) USS Hake (AGSS 256) is towed to the site of SUBSALVEX-69. (2) One of four submarine salvage pontoons being towed into position. (3) Divers prepare to go down to attach air hoses to salvage pontoons. (4) Air hoses leading out to the submerged submarine. (5) Divers prepare to inspect the position of the pontoons. Below left: A "flowerpot" clamped around a lifting wire enables the salvage pontoon to develop its lifting force when the water in the pontoon is displaced by air. Below right: With air hoses attached, Hake surfaces. At bottom: Hake rests on the surface after final lift.





Watching as the sub is brought to the surface are Captain Bernard Peters, on-scene commander with walkie-talkie; LCDR Arnold F. Pyatt, Salvage Master, center; and Captain Walter D. Chadwick, Commander Service Squadron Eight.

SANK SUB * SALVAGED SAME

COMMANDER SERVICE FORCE, U. S. Atlantic Fleet, believes the best way to learn submarine salvage is by actually salvaging a submarine. But there was a slight problem: Where could a submarine in need of salvage be found?

Sunken subs are admittedly difficult to come by but, in 1968, ComServForLantFlt rescued the hull of former *uss Hake* (AGSS 256) from the scrap pile and, the following year, it was ready for Subsalvex-69. (Actually there were plans to make the exercise a yearly event but Subsalvex-70 had to be canceled).

Hake was sunk and raised, giving the Navy salvagers the best practice of that nature since the 1939 raising of *uss Squalus*. Here's how it happened:

The exercise was conducted in three phases — rescue, first lift and final lift. Its purpose was to provide practical experience to a cadre of men qualified in submarine salvage and more than 200 men from the Service Force participated.

uss Petrel (ASR 14) was on hand for the rescue phase while *uss Preserver* (ARS 8) and *uss Hoist* (ARS 40) were present for the salvage portion of the exercise. Men from Harbor Clearance Unit Two were aboard the Service Force diving barge (YRST 2) and Fleet Tug *uss Kiowa* (ATF 72) provided logistic support.

The exercise actually got underway when *uss Hoist* towed *Hake* to a site in the Chesapeake Bay about three miles off Cape Charles. The sub's ballast tanks were vented and the boat sank into 100 feet of water.

The next morning, rescue operations began. *Petrel* lowered a rescue chamber which would have brought *Hake's* crew to the surface, had one been on board. After the simulated evacuation of the submarine, two officers entered to inspect the interior.

Divers then passed heavy wire and chain lifting slings under *Hake's* bow and stern and attached four submarine salvage pontoons (two at each end).

When the pontoons were blown dry with compressed air, their buoyancy slowly moved *Hake* toward the surface.

The first lift raised the submarine 40 feet, at which point the upper or control pontoons surfaced. *Hake* was then towed into relatively shallow water and grounded at a keel depth of about 60 feet. The pontoons were again flooded and moved to a position alongside the sub in preparation for the final lift.

Two and one-half weeks after her sinking, *Hake* was back on the surface and under tow back to Norfolk where she was to await another rescue and salvage training exercise.

—Photos by PH2 Hal Stoelzle

* ON PURPOSE, FOR TRAINING

Newport...

Naval Destroyer School

THE NAVAL DESTROYER SCHOOL at Newport has been training prospective destroyermen for almost a decade.

Class number one—38 handpicked, highly motivated career officers—began in January 1962 at what had been an afloat engineering and LDO indoctrination school. The Destroyer School continued the enlisted engineering curriculum of its predecessor, but its new mission was broader—to provide the destroyer force with professionally qualified, experienced leadership.

To fulfill this goal, the school's officer curriculum provides training in the following areas:

- Prospective commanding officers and executive officers.

This is the newest program at the school; the first

class began last year. Future COs and XOs are briefed on current destroyer operations, equipment and capabilities, during a course of from one to four weeks.

- Prospective department heads.

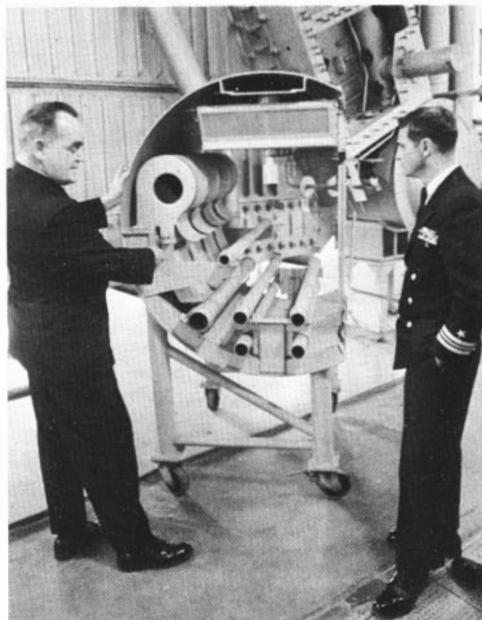
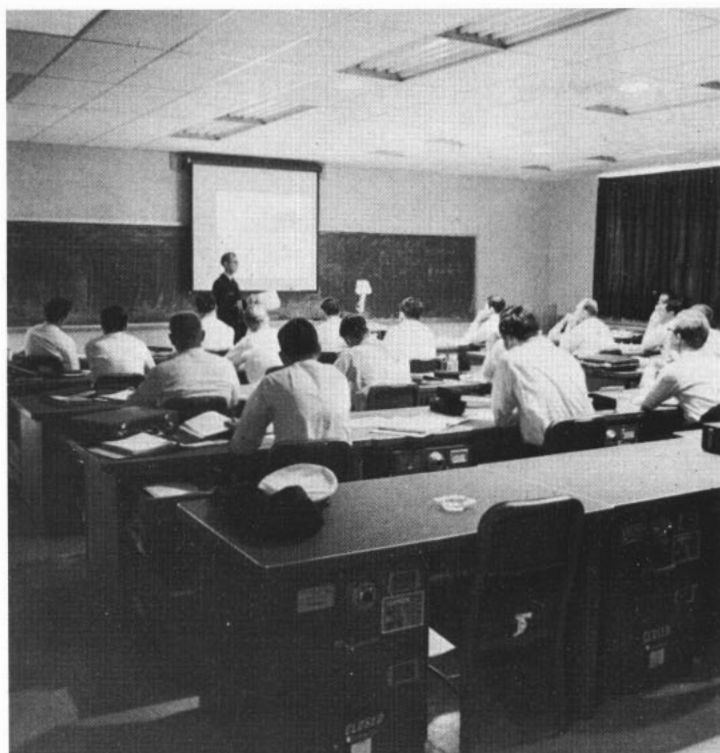
Officers with these orders undergo an intensive, six-month course in weapons, operations, engineering and general line subjects. About 400 officers graduate from this program every year and are assigned to destroyers in the Atlantic and Pacific Fleets. Included in the curriculum is four weeks' practical experience aboard an Atlantic Fleet destroyer.

- Prospective chief engineers.

Future engineering officers whose ships have 1200-PSI (pounds per square inch) engineering plants remain at the school for an additional four weeks to

Naval Destroyer School, Newport, R. I.





Left: Classrooms for the department head course incorporate rheostat-controlled lights and individual safes. Above: In addition to containing actual engineering equipment, labs and classrooms also utilize mockups such as the steam drum shown here.

learn the intricacies of operating modern steam propulsion systems.

More than 2000 destroyermen, commissioned and enlisted, use the school's facilities every year.

LAST SPRING the Destroyer School moved into a new technical training building, which provides 17 classrooms, three automatic combustion control laboratories and a 300-seat auditorium that becomes three lecture halls when automatic sliding walls are closed.

The new building was dedicated "Weakley Hall" in honor of Vice Admiral Charles E. Weakley, USN (Ret), who was present at the ceremony last June. The Destroyer School was established largely through the efforts of Admiral Weakley, who thus became one of the few living persons to have a Navy building

named after him.

Back in 1960, Admiral Weakley, then Commander Destroyer Force Atlantic Fleet, proposed that a school for the training of destroyer department heads be set up. After the plan had been approved, it was Admiral Weakley's Destroyer Force that supplied officers and men, as well as a considerable portion of the initial funding, to make the school a reality.

The main address at the dedication ceremony was delivered by Admiral Arleigh A. Burke, USN (Ret). It was during Admiral Burke's tenure as Chief of Naval Operations that the idea of a destroyer school was approved. He was also the guest speaker for the school's first graduating class in 1962.

1968 groundbreaking ceremony, NAVDESCOL Technical Training Building Extension.



A portion of the Tech. Training auditorium that can be converted into three 100-seat lecture halls.



INLAND

THE ATLANTIC INTRACOASTAL WATERWAY, flowing from Maine to Florida, is a familiar sight to yachtsmen on the East Coast. Many prefer this inland water route to the unfamiliar hazards of the Atlantic Ocean. Canals and locks connecting natural lakes and rivers make the waterway a major route for small craft traveling north and south along the eastern seaboard.

Utility Landing Craft 1641 and 1643, attached to Assault Craft Unit Two at the Little Creek Naval Amphibious Base, recently took this course from Norfolk to Morehead City, N. C., where they were to meet the amphibious transport dock *uss Nashville* (LPD 13) and help debark vehicles and heavy equipment.

Narrow channels and twisting river bends, as well as numerous small pleasure boats, made constant attention to the helm a necessity. The unspoiled beauty of the Dismal Swamp frequently took second place to good navigation. An overnight anchorage near the Alligator River in North Carolina extended the trip down over a two-day period.

On the return trip, the 1641 was hailed by the cabin cruiser *Syntonic*. *Syntonic's* master was concerned that he might not have enough fuel to make the next supply station. Chief Boatswain's Mate O. L. Cothorn, officer in charge of the 1641, offered the services of his craft and crew of 10, towing *Syntonic* some 40 miles from the Alligator River to Coinjock, N. C.

"He appreciated the assistance," remarked Chief Cothorn. "I don't blame him. That's a hairy stretch of water with nothing but swamps and trees and a few swinging bridges."

The 1641 and 1643 returned to their berths at the Naval Amphibious Base, shallow water sailors perhaps, but none the worse for the experience.

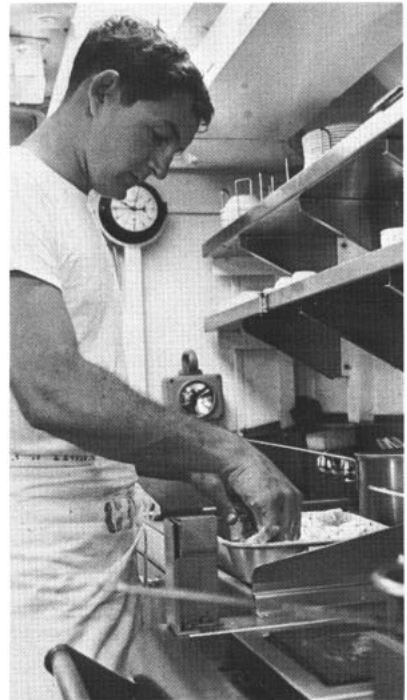
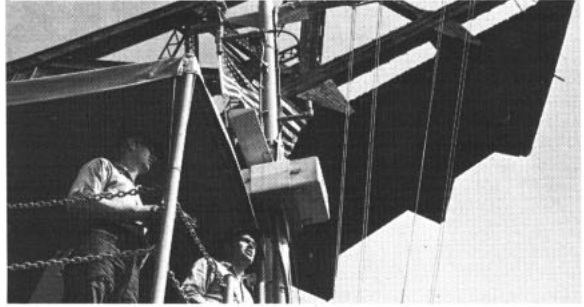
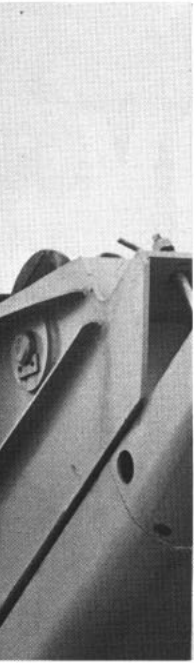
The 135-foot Navy utility landing craft are among the largest boats using the Intracoastal Waterway. With a draft of only five and one-half feet under full ballast, the new craft are not only fast, but highly maneuverable, operating with ease in areas such as the Intracoastal Waterway.

—Photos by JO2 Kirby Harrison

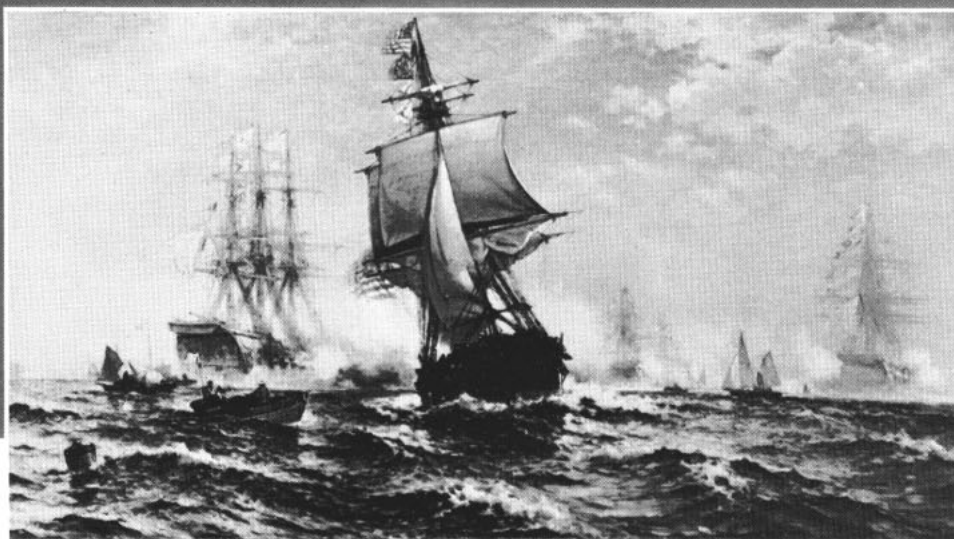


Photos clockwise from top left: LCU 1641 crewmen cast off bow lines. BMC O. L. Cothorn, LCU 1641 O-in-C, orders "all back." Landing craft passes under drawbridge. Sunbathers in Virginia watch LCU move south. CS2 G. E. Scott cooks for LCU 1641 crew. SN H. A. Taylor fakes down mooring line. Porthole of LCU 1641 pilothouse frames one of many swinging bridges on the waterway.

WATERWAY

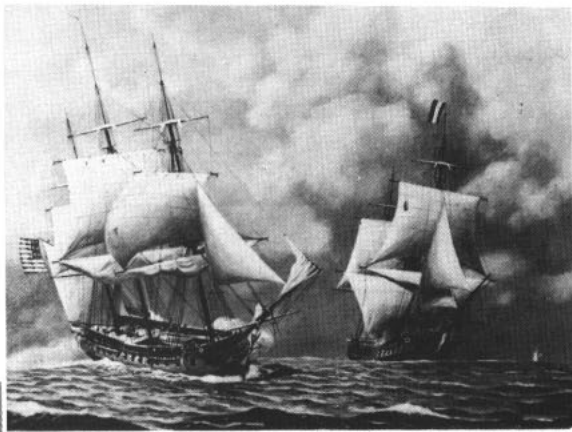


The Artist depicts **NAVAL HISTORY**



**FIRST RECOGNITION OF THE STARS AND STRIPES
14 FEBRUARY 1778**

On this date during the American Revolutionary War, one of the first diplomatic successes of our infant Navy took place in Quiberon Bay, France, when the Continental Navy ship *Ranger*, John Paul Jones, Commanding, received the first officially accorded salute to the Stars and Stripes by French Admiral La Motte Piquet. Quick to recognize the significance of this event, Jones wrote: "I accepted his offer the more readily for after all it was a recognition of our independence." (Oil by Edward Moran, U. S. Naval Academy Museum)



"Good discipline is considered by all who know anything of service as the vital part of a ship at war"

USS CONSTELLATION VS L'INSURGENTE 9 FEBRUARY 1799

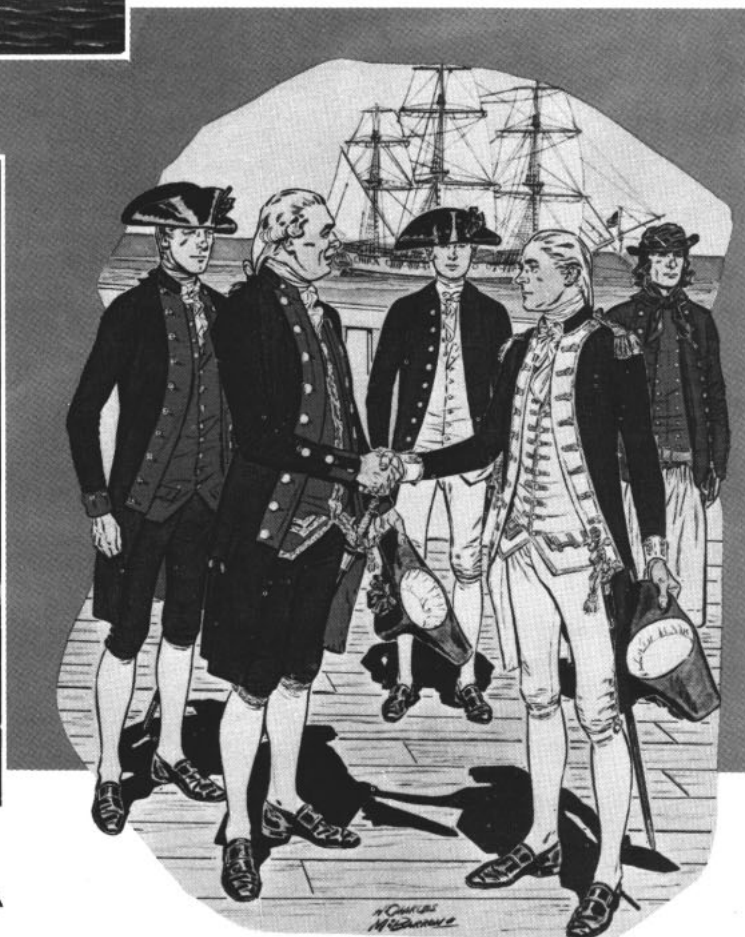
The capture of the French frigate L'insurgente by Captain Thomas Truxtun was the most notable event of the quasi War with France. His well disciplined and well trained crew gained a masterful victory in this first battle test of the new frigates of our Navy. Constellation, our oldest warship afloat, can be visited in Baltimore, Md., where she was launched 7 September 1797. (Oil by John W. Schmidt, Department of the Navy)



"The most bold and daring act of the age"

BURNING OF THE FRIGATE PHILADELPHIA 16 FEBRUARY 1804

During the Barbary Wars, to deny the Tripolitan Corsairs the use of Philadelphia, which had run aground on an uncharted reef in Tripoli Harbor, Stephen Decatur and a crew of 84 volunteers in the ketch Intrepid succeeded in boarding and firing the ship after a furious hand-to-hand struggle while under fire from coastal batteries. British Admiral Lord Nelson, then operating in the Mediterranean during the Napoleonic world wars, admiringly called this "The most bold and daring act of the age." (Oil by Edward Moran, U. S. Naval Academy Museum)



Lieutenant
1776

Midshipman
1777

Seaman

Captain
1776

Captain
1777

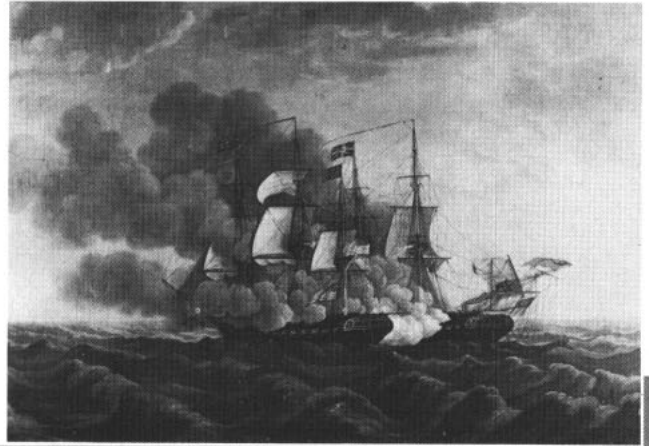
CONTINENTAL NAVY—1776-1777

"If that fellow wants to fight, we won't disappoint him"

USS CONSTITUTION VS HMS GUERRIERE

19 AUGUST 1812

Captain Isaac Hull, commanding Constitution in the first decisive naval action of the War of 1812, defeated Captain Dacres, Guerriere, in a savage ship duel which lasted but a half-hour. Completely dismasted, Guerriere became a helpless hulk, while Constitution in this engagement earned her nickname "Old Ironsides" when a British shot glanced ineffectively off her hull. With this victory, the United States Navy gained world prestige as skilled, tough fighters; the country was fired with fresh confidence and courage; and union among the States was greatly strengthened. Constitution still serves the nation in the Boston Naval Shipyard. (Oil by Thomas Birch, U. S. Naval Academy Museum)



**UNITED STATES NAVAL OFFICERS AND SEAMEN,
DRESS UNIFORMS, 1812-1815**

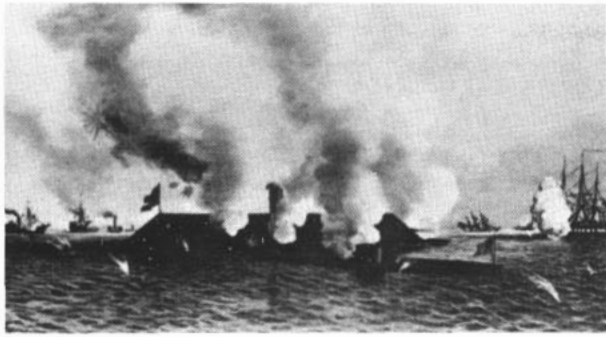


"We have met the enemy and they are ours"

THE BATTLE OF LAKE ERIE

10 SEPTEMBER 1813

Commodore Oliver Hazard Perry is shown transferring his flag from USS Lawrence to USS Niagara during the engagement of the British and American Squadrons on Lake Erie during the War of 1812. The longer-range guns of the British flagship HMS Detroit, succeeded in disabling every gun and shooting away Lawrence's sails. In Niagara, which had been held back by light wind, Perry cut through the British fleet, severely damaging and disorganizing the enemy. The smaller ships of the American fleet then joined in defeating the British. The victory, which saw the British military position along the Northwest Frontier collapse, played a key role in retaining this area for the United States. (Oil by William H. Powell, United States Capitol)



"From the first volley at one another, modern naval history must date its birth."

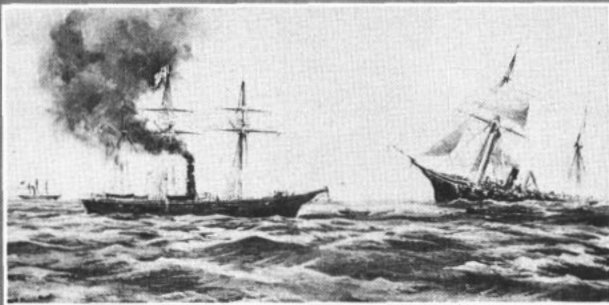
MONITOR VS VIRGINIA (MERRIMACK) 9 MARCH 1862

U. S. NAVY, SERVICE DRESS, 1862-1863

Seaman

Lieutenant

Petty Officer



"Damn the torpedoes, full speed ahead!"

Above:

BATTLE OF MOBILE BAY 5 AUGUST 1864

Exchanging shot at pointblank range with the Confederate flagship, CSS Tennessee, is Admiral David G. Farragut, shown in the rigging of his flagship, USS Hartford. After repeated rammings and incessant pounding by Union guns, her rudder chains and smokestack shot away, many of her gun ports smashed, the ship filling with water and smoke, Admiral Buchanan wounded, Tennessee surrendered. Denying the use of the port facilities of Mobile to the Confederacy, one of the last large ports open to Confederate blockade runners, was of immense value to the Union forces. (Oil by William H. Overend, Wadsworth Atheneum)

"We fought her until she would no longer swim—then we gave her to the waves."

In Center

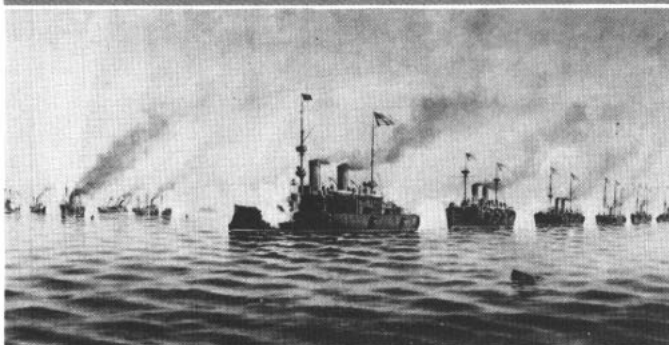
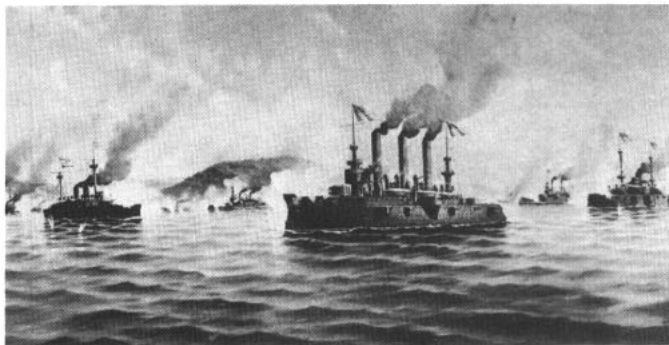
USS KEARSARGE VS CSS ALABAMA 19 JUNE 1864

Bold and skilled Captain Raphael Semmes in CSS Alabama had long been sought by the Union Navy because during the course of the Civil War he had taken some 60 prizes valued at close to \$6 million. Alabama reached Cherbourg, France, where Semmes hoped to obtain permission to have her overhauled, which was sadly needed after a long cruise. However, when USS Kearsarge, Captain John Wilson, commanding, appeared off the harbor, Semmes coaled ship and took up the challenge. After an hour of steaming in a circle while firing continually, Kearsarge's heavier and more accurate fire, better ammunition and conditions took their toll. Alabama went down by the stern. (Oil by Xanthus Smith, Franklin D. Roosevelt Library)

"Victory was the consummation of thorough preparations."

BATTLE OF SANTIAGO DE CUBA 3 JULY 1898

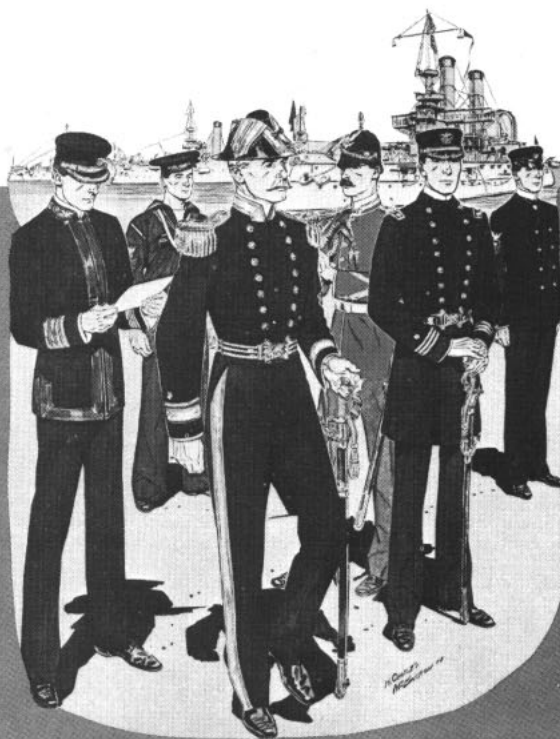
Admiral William Sampson had effectively blockaded Santiago Harbor until Spanish Admiral Cervera realized that his squadron would be destroyed if it remained in port. Therefore, he ordered his ships to run the blockade. The plan failed; all ships were captured. The blockade was re-instituted and finally the city capitulated. Sampson's fleet had thus established complete command of the sea and won liberty to choose freely any military objective in that theatre. (Oil by Alfonso Sanz, The Army and Navy Club of Washington.)



"You may fire when ready, Gridley."

BATTLE OF MANILA BAY 1 MAY 1898

Commodore George Dewey's order to Captain Charles V. Gridley, commanding officer of the flagship USS Olympia, opened the sea battle, which in one morning eliminated Spanish naval strength in the Pacific. In executing his orders to seek and destroy the Spanish Squadron, Dewey promptly and vigorously achieved his objective without loss of a single American life. He even captured the Spanish base containing supplies and repair facilities, which would be of immense value to him later when forced to carry on war operations so far from home. Olympia is memorialized in Philadelphia, Pa. (Oil by Alfonso Sanz, The Army and Navy Club of Washington.)



Boatswain's Mate
1st Class

Bandmaster
Full Dress

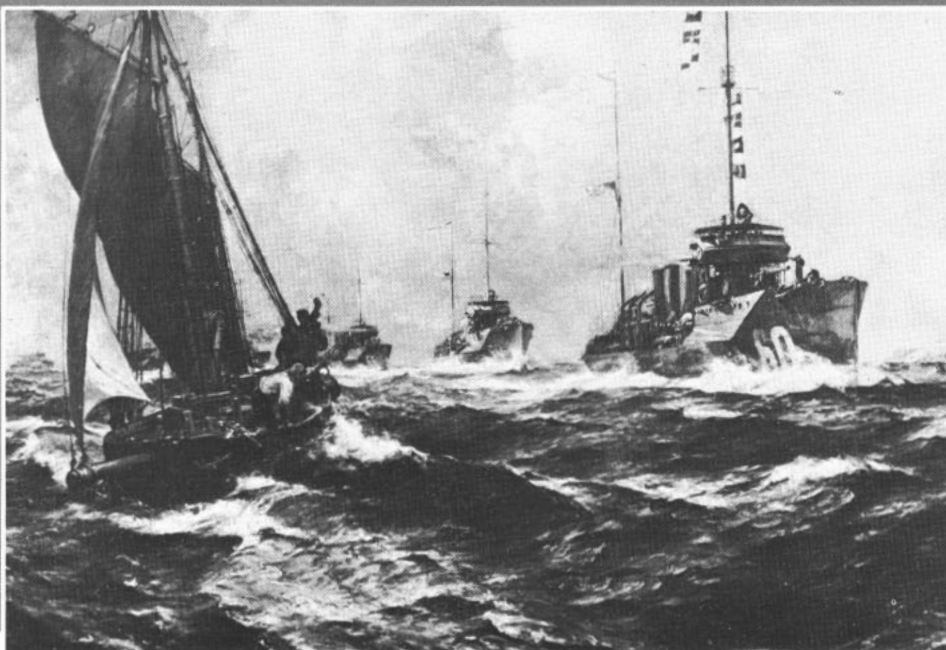
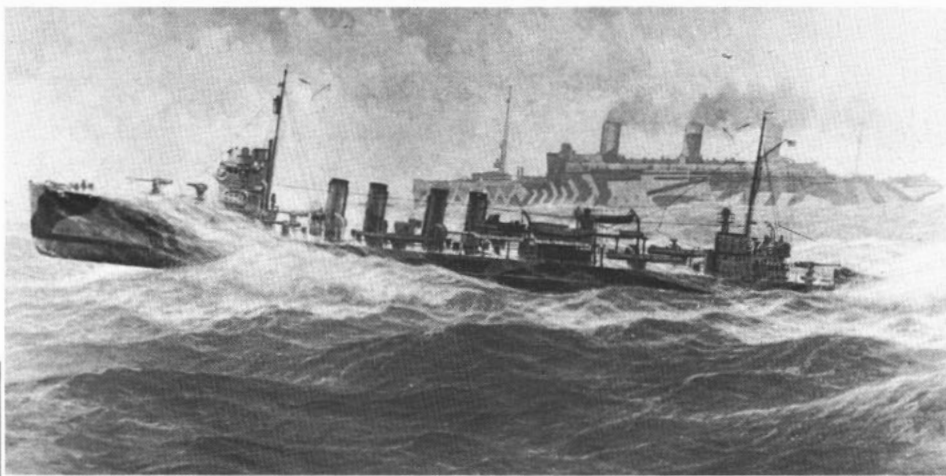
Chief
Master at Arms

Captain,
Civil Engineer Corps
Service Dress

Rear Admiral
Special Full Dress

Commander

UNITED STATES NAVY, 1898



"Logistics is as vital to military success
as daily bread is to daily work."

A FAST CONVOY, WORLD WAR I
USS Allen (DD 66) escorts USS Leviathan (SP 1326) which is carrying United States troops to Europe through the U-boat-infested Atlantic. Convoys such as this carried close to 2 million men to Europe before the Armistice of November 1918. During the course of the war, Leviathan alone transported over 98,000 troops. On the effectiveness of the convoy system, British Captain Frothingham stated: "This was the naval operation which hurled a decisive military force against a victorious advancing enemy." (Oil by Burnell Poole, The Naval Historical Foundation)

"We are ready now."

RETURN OF THE MAYFLOW 4 MAY 1917

After a rough passage, the first United States destroyer division under Commander Joseph K. Taussig, reached Queenstown, Ireland, when America joined the Allies in World War I. When asked by British Vice Admiral, Sir Lewis Bayly, how long it would be before the division would be ready to deploy on antisubmarine patrol, Taussig replied, "We are ready now." Seen steaming in column are the flagship, USS Wadsworth (DD 60), USS Porter (DD 59), USS Davis (DD 65), USS Conyngham (DD 58), USS McDougal (DD 54), and USS Wainwright (DD 62). (Oil by Bernard Gribble, U. S. Naval Academy Museum)

**IF YOU ARE INTERESTED IN OBTAINING FULL-COLOR
ENLARGEMENTS OF THESE PAINTINGS, SEE PAGE 57**



Pilot and navigator walk to their A-6A Intruder.

Moving wands spell out the wing spread signal.



FOR A NAVAL AIR squadron, an effective plane captain is more welcome than money in the bank for, in the long run, a squadron's operational readiness and safety record are largely in the hands of the men who care for the aircraft.

The men who pamper naval aircraft usually begin their careers at a training command soon after coming out of boot camp. At that time, their average age is 19; they are unrated and they have arrived at the naval air station knowing little, if anything, about planes of any kind.

But this lack of aviation savvy is quickly remedied. Believing that experience is the best teacher, the neophyte plane captains learn their job while on the job.

Under the direction of an experienced petty officer, the neophytes are ushered step by step through their daily procedures and learn what it means to supply

PLANE CAPTAIN



Plane captain gives wing fold signal to a Navy pilot.

Navy planes with oil and fuel; to pre-flight and post-flight aircraft and to protect themselves from the many dangers that lie in wait for the unwary along the flight line.

THERE CAN BE NO DOUBT that plane captains put in a full day both before and after they learn their jobs. At the Naval Air Station in Corpus Christi, Tex., for example, they operate in shifts, the first of which requires them to come to work at about 0300 and begin their pre-flight check list no later than 0400.

Flights leave the station at 0730, 1330 and 1900 to return three hours later.

The planes are supplied with fuel and oil and, after the trucks have gone, the plane captains begin their pre-flight procedures.

For this, each man uses a set of five-by-nine-inch

flight maintenance request cards that list the things which must be investigated before the aircraft can be certified as ready for flight.

With the propeller-driven training planes used at Corpus Christi, for example, there are nine cards, each of which lists about four items and enough sub-items to bring the total number of check points to well over 200.

The examination is both general and minute: Do the ailerons function properly? The elevators? The rudder? Is the plane's skin wrinkled? Are there any popped rivets?

Point by point, the plane captains move through the check list correcting, if possible, the deficiencies they see. Trouble which is beyond their capability to remedy is noted and referred, before takeoff, to a rated expert in electronics, radar, mechanics or in whatever other province the difficulty lies.

If all the points on the pre-flight maintenance request cards have passed the plane captain's inspection, he signs his part of a yellow maintenance sheet which is filed in a notebook available to the aviators.

By consulting the yellow sheets maintained for the plane he flies, an aviator can acquaint himself with his aircraft's idiosyncrasies before learning the hard way in the air.

By the time the pre-flight check procedures have been completed, the men who will fly the planes have finished their briefing and begin to reach the flight line.

FOR THOSE WHO HAVE experienced it for the first time, the noise and activity which accompany a plane launch from an aircraft carrier are almost beyond belief.

The situation is similar aboard a naval air station and verbal communications between the plane captain and the aviator are out of the question. Information passes between the two men by means of pantomime. When darkness obscures the view from the cockpit, the plane captain uses lighted wands.

Inside the aircraft, the Navy flyer checks the controls as the plane captain observes the results from the outside.

The plane captain plugs in the auxiliary power and the officer inside cranks the engine and joins the multi-decibel roar that rises from the parking area.

The plane captain then cautiously guides the aircraft about 100 yards from the mat area to a less crowded location.

There, with the help of two other plane captains who check the pins, the signal is given for the aircraft's wings to unfold and the captain cautiously puts the plane in a position from which it can safely move to the runway.

When all is done that can be done, the plane captain gives the officer inside a hand salute which the officer returns. With these final signals, both men indicate their readiness and the plane roars into the sky.

THE PLANES ARE NOW in flight but, on the ground, the day's work is far from complete. During the



Above: Plane captains supervise maintenance and handling of props and jets at Norfolk, at Corpus Christi, and at sea aboard the attack carrier USS Ranger (CVA 61).

day at Corpus Christi, between 135 and 150 flights leave the runways. At night, the number usually dwindles to no more than 45.

Three hours after takeoff, when the aviators come home, the plane captains must also be on hand to run through the post-flight procedures, parking the planes and tying them down. Only then, is the day's work ended.

The plane captains at Corpus Christi, of course, don't remain there for their entire enlistment. Nor do they necessarily continue as plane captains after they leave.

When they move on to further training, the erstwhile Naval Air Station plane captains become electronics technicians, mechanics or members of any of the other aviation ratings.

Their new status, however, doesn't preclude their continuing elsewhere in their former jobs. When they go to sea, they find that Fleet aircraft need their tender loving care as much as those at the training command.

In an aircraft carrier, the plane captain has only one bird to care for and, literally speaking, his name is on it. The plane captain is, by now, a petty officer having skills which are in demand aboard the aircraft.

His duties are no longer confined to checking over just any plane, the captain now has *his* plane and he is the man who is solely responsible for its mechanical well-being.

He is a member of the crew and, as such, flies when the plane flies. He also is authorized to wear aircrewman wings and to collect flight pay.

WHETHER A PLANE CAPTAIN is ashore or afloat, he must be aware of the danger which surrounds him. "Look before you leap" is better than average ad-

vice when you are surrounded by whirling propellers, rotary wings and flaming jets.

Where safety is concerned, experienced petty officers spare no efforts in teaching the newcomer his job. From the moment the student plane captain hits the runways until the day his training ends, he is taught to protect himself from the planes.

Some safety training periods are more intense than others. There is one, for example, when the new man is constantly lectured on procedures to follow in case of engine fires. He is told the best way to avoid whirling propellers, rotary wings and flaming jets, and is instructed in safety procedures and given demonstrations on how to use fire bottles and install chocks without exposing himself unnecessarily to danger.

Observation is another step taken in the safety indoctrination. The new man is given an opportunity to observe experienced plane captains in action as they prepare the planes for flight and as they put the planes to bed.

For three weeks, the neophytes learn safety by seeing, hearing and doing. Nothing is left to the imagination — they are even taught the safe thing to wear while working (no hats or loose clothing).

After their safety training is completed, the students are given a test consisting of about 115 questions which they must pass before becoming full-fledged members of the club.

The plane captain fraternity is a proud one and its members have a right to their pride for they bear a large responsibility for naval aviation safety.

The men who fly the planes are proud of the captains, too. Together, the flyers and the plane captains make 100,000 accident-free flying hours a not-uncommon event for a squadron celebration.

—Story by Robert Neil

—Photos by PH3 Murry Judson, USNR.

Henderson to the Rescue

DARKNESS WAS FALLING in the Gulf of Tonkin. USS *Henderson* (DD 785) was settling into night routine, steaming slowly astern of USS *Constellation* (CVA 64), after a day of plane guard duty for the carrier. The seas appeared calm.

Flight operations were almost over for the day. On the destroyer's bridge, all was quiet except for a routine conversation between an inbound helicopter from Da Nang and *Constellation's* flight control, heard over the land launch circuit.

A lookout on *Henderson's* bridge watched the helicopter make its approach to the carrier, saw it hover—and then saw a splash. His cry shattered the silence: "Helo in the water!"

Seconds later, the officer of the deck, Lieutenant (jg) Philip J. Hughes, passed the word to set the recovery detail. Commander Robert A. Mesler, the captain, brought the destroyer into position to pick up survivors.

WITHIN MINUTES, *Henderson* was on the scene. Her motor whaleboat was lowered and sped toward the wreckage. Its crew watched a grim scene.

The helicopter was still afloat—upside down, with a jagged hole showing where the tail section had broken off. Men were in the water around it.

On top of the rapidly sinking wreck, an airman was trying to keep a seriously injured, unconscious crewman afloat while the pilot gave mouth-to-mouth resuscitation.

Close by, another man clung to a floating box, unable to move because of back injuries.

Poisonous sea snakes appeared. *Henderson* gunners shot two of the snakes close to the survivors.

However, the rescue was made quickly. The two injured men and four others—all soaked with oil and water—were pulled from the sea and brought aboard the destroyer.

THE MAN WHO HAD received mouth-to-mouth resuscitation was still unconscious. *Henderson's* corpsman administered oxygen and restored his breathing. Then both the injured, strapped into stretchers, were transferred to *Constellation* by helicopter.

Of the 11 men aboard the helicopter, 10 had been rescued—six by *Henderson*, two by a helo from the carrier, and two by USS *Cunningham* (DD 752). One remained missing.

CDR Mesler ordered the search continued. For five hours, using searchlights after night fell, *Henderson* crisscrossed the area. The man was finally presumed lost.

But some men had been saved who might have died—all because of the quick response of *Henderson* and other ships.

THE PILOT of the crashed helicopter, Lieutenant (jg) Byron L. Dickman, praised *Henderson's* speedy action. "As soon as we surfaced after the crash," he said, "I noticed that the destroyer was already on the way. The recovery was accomplished quickly and skillfully in waters much rougher than they appeared."

CDR Mesler told his crew: "It is performances like the one shown today that make heroism a commonplace in the Navy. Every man performed to the best of his ability and the ship's quick response saved the lives of two seriously injured men. The entire crew has my thanks and appreciation for an outstanding job under difficult circumstances."

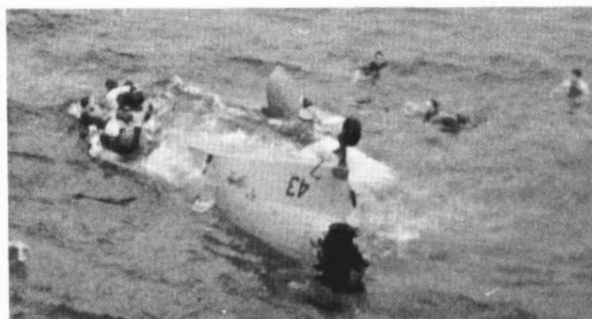
Then the captain summed it up:

"When the chips are down, sailors come through. They always have and they always will."

—Story by LTJG James C. Roberts, USNR.



Captain of USS *Henderson* (DD 785), left, shakes hands with pilot of helicopter. The other three men are members of helo crews. Left: USS *Henderson* (DD 785). Below: Downed helo and its crew in the water.



FISHERMEN EMBARKED in the submarine rescue vessel *Coucal* (ASR 8) weren't interested in such piscatorial accomplishments as catching marlin or tuna. Actually, they were Navy divers out to hunt down the reef-eating Crown of Thorns starfish.

The Crown of Thorns feeds on living coral and leaves behind a path of destruction on which algae soon form thereby preventing new coral growth. The dead coral eventually breaks up, changing the area's fishing patterns and, indeed the entire ecology. This possibility had the state of Hawaii worried and the Navy's help was asked in eradicating the thousands of starfish which appeared bent on using the reef off Molokai for a breeding ground.

Coucal used her divers both for scouting and eradicating the starfish. The diver-scouts examined an area which extended seaward 760 yards from the infested reef in an attempt to find other concentrations of starfish.

Since only half a dozen of the coral eaters were

found, the scouts were hopeful that the reef might be the only infested area.

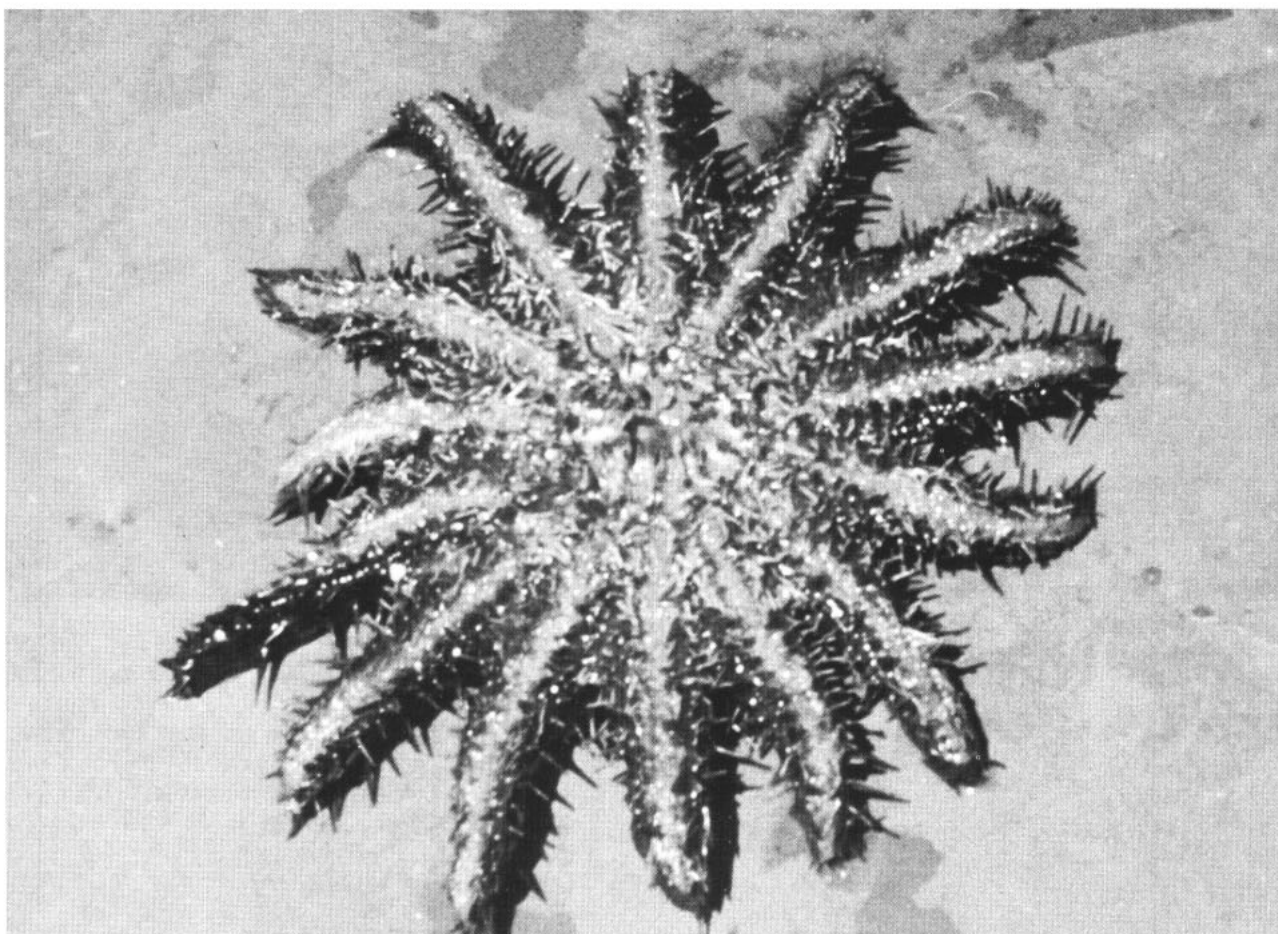
THE DAILY ROUTINE of the divers involved a series of team transfers from *Coucal* to the sampan *Ola*. The divers worked in groups of four with two teams diving together.

Swimming along the sea bottom, the divers were faced with the problem of how to dispose of the starfish. If one is cut in half, each part regenerates itself leaving two where there had been only one before. Bringing the starfish ashore to die on the beach was ruled out as impractical.

The problem was solved when each diver carried two hot-water bottles filled with ammonium hydroxide and a syringe equipped with a spring loaded plunger which permitted automatic refilling from the hot-water bottles.

Using this equipment in a highly infested area, the divers could inject ammonium hydroxide into each

Operation



starfish, killing as many as 400 during a 20-minute dive. When they had completed their work, the 15 volunteer divers had disposed of more than 10,000 of the coral-eating animals, thereby removing some of the dangers to Hawaii's reefs.

The Navy and the Crown of Thorns made news elsewhere in the Pacific, too. *uss Traverse County* (LST 1160) carried an expedition of scientists from the Smithsonian Institution to investigate corals in the Conteras and Secas Island groups off southwestern Panama.

One of the more important of the expedition's findings was the discovery of the Crown of Thorns starfish living along the shores of the island groups.

THE SPECIES FOUND off Panama were related to those which were destroying the Australian Barrier and other reefs in the Central Pacific. They were the first to be recorded around Central America.

According to the expedition's findings, the Crown

of Thorns were numerous around Panama but the reefs which they infested apparently hadn't been adversely affected at that time.

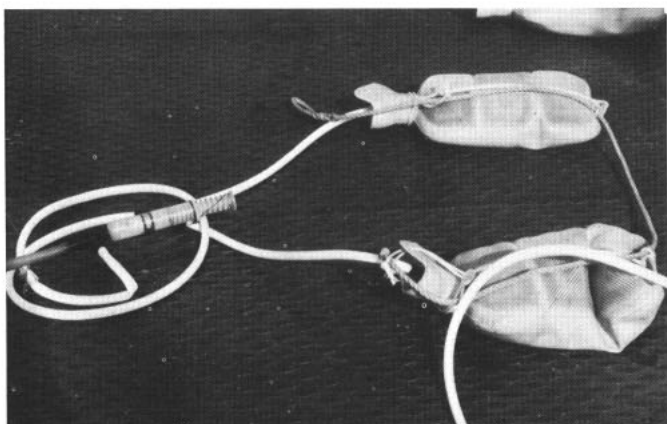
The prospects for Pacific coral reefs were not bright, however, despite the best efforts of the Navy's divers. One starfish can lay millions of eggs a year and a colony of starfish can migrate nearly one-half mile a week.

Until relatively recent times, the coral-eating Crown of Thorns has been kept in check by its natural enemy, the Triton, whose shell is highly prized by collectors. The popularity of the Triton's shell has left the Crown of Thorns unchecked to consume the coral barriers of the Pacific without natural interference.

—Photos by SA Peter Klonowski

Photo at left: Underside of a reef-eating Crown of Thorns. Top center: Starfish-killing apparatus. Dark rubber tube at left is removed to expose hypodermic needle. Bottom center: Divers board sampan Ola after leaving USS Coucal (ASR 8) to head for infested reef area. Right: Ammonium hydroxide injection kills starfish.

Starfish



Questions

Must a change of duty request chit be forwarded to BuPers?

What are the chances for surface transportation to Europe under permanent change of station orders?

Why is there such a time lag before some selection board results finally are announced to the Fleet?

QUESTIONS SUCH AS THESE are asked hundreds of times each month in letters and telephone calls to the Bureau of Naval Personnel. Each is given a prompt, personal answer by the cognizant BuPers office, and those considered of general interest are selected by ALL HANDS to pass on to the Fleet.

Here are some of the queries and replies processed in recent months. Additional questions on these and other subjects, and the answers, will be published periodically.

Rotation

Q: What is the purpose of my Tour Completion Date?

A: Your TCD is the planned point at which you are tentatively scheduled to rotate from a duty tour. The TCD is expressed by month and year and is assigned when you report to a new duty station, at sea or ashore. Specifically, a TCD:

- Indicates the approximate date of your next transfer.
- Signals the distributor when you are due for rotation.
- Helps to stabilize your command by providing a specific period during which you will be on board.
- Permits planned, equitable rotation of personnel between various types of duty.

Q: Why are so many requests for extension of shore tours disapproved by the Bureau of Naval Personnel?

A: Rating controllers are required to ensure equity and impartiality in individual assignments. In most cases, requests for shore tour extension are disapproved because to do otherwise would mean another man on sea duty would in effect have his sea tour extended for a like period until the shore billet finally becomes vacant. Of course, each request is carefully reviewed and consideration is given to any overriding special circumstances.

Q: Is a man guaranteed his choice of duty after completing a tour in Vietnam?

A: In general, assignments to specific home ports, types of ships and units, or specific areas of the United States or overseas may be requested, and if personnel requirements permit, every effort is made to honor such requests. However, there are no guarantees.

But there are certain reassignment benefits for men who complete Vietnam tours. These are discussed in BuPers Notice 1306 (26 Jun 1969) and include:

- Thirty days' leave upon completion of tour.
- Choice of coast for sea duty-eligible personnel. (However, if you request the Atlantic Fleet, you must have 16 months of obligated service.)
- Assignment to a ship or unit which is not scheduled for extended deployment within three months of your reporting date.
- Priority consideration for schools for which you are qualified, eligible and recommended.
- Priority consideration (after Seavey-eligible personnel) for assignment to preferred overseas shore duty.
- Priority assignment to shore duty for Seavey-eligible personnel.

The BuPers Notice also contains information on early separations, tour extensions and second tours in Vietnam.

Special reassignment procedures which apply to hospital corpsmen are contained in BuPers Notice



and Answers

1306 (21 Feb 1970). Men who deploy to Vietnam with mobile construction battalions should refer to BuPers Notice 1306 (24 Nov 1969).

Q: Are enlisted volunteers still needed for duty in Vietnam?

A: Yes. BuPers Notice 1306 (14 Jan 1970) reemphasized the need for enlisted volunteers for both advisory duty and general duty, and for highly motivated petty officers for duty with the Naval Advisory Group. Although specific ratings are needed for both advisory and general duty, qualified personnel, regardless of rating, are encouraged to volunteer.

Due to increased requirements for men with previous experience as advisors or in riverine warfare operations, high caliber men in grades E-5 and above who currently serve in such a capacity, or who have completed RVN tours within the past three years and volunteer for a second tour, are eligible for the following benefits:

- Additional sea duty credit. The second RVN tour counts as two years for Seavey purposes.
- Rotation preference. Choice of home port with area choices guaranteed as follows: Atlantic Fleet — New England, Mid Atlantic, South East; Pacific Fleet — Southern California or Hawaii. If eligible for Seavey—naval district preference.

Q: Can a designated Sole Surviving Son be ordered into a combat zone with his command?

A: No. The BuPers Manual (article 1860100.12) exempts a man designated as a sole surviving son from being ordered into a combat zone. The commanding officer of a unit ordered into a combat zone should make an availability report on the sole surviving son to the appropriate distribution commander. If there isn't time to make an availability report, the CO should transfer the man to the nearest shore activity for temporary duty pending further assignment, and notify the Chief of Naval Personnel or cognizant EPDO by message.

Q: How are duty preferences considered when men are assigned by the Chief of Naval Personnel?

A: First, Navy requirements must be met. With this in mind, personal duty preferences are given maximum consideration by BuPers detailers.

In general, requirements from all sources are received in BuPers about the 20th of each month. De-

tailers then screen eligible personnel who are ready for assignment. Duty preferences, along with qualifications, are compared with the requirements which must be met. Thus, assignments are made on a priority basis, as follows:

- Billet and skill requirements.
- Individual qualifications.
- Length of time served at sea and ashore.
- Individual duty preferences.
- Other considerations.

Q: Under what circumstances are commands required to forward special request chits to BuPers or other distribution authorities?

A: A Navyman "shall be extended the privilege" of requesting transfer or assignment to a school or a particular type of duty. The Transfer Manual specifies that all requests submitted by an eligible man will be processed and forwarded to the cognizant distribution authority (BuPers, EPDO, etc.), even though the request may be endorsed unfavorably at the command level.

Requests by ineligible men should be processed within the command. The individual is informed of the reason he is ineligible for transfer, and is told that it would be inadvisable to forward the request from the command.



Questions and Answers

If, after proper explanation of the reasons for his ineligibility, the man insists on having the request sent anyway, the request must be forwarded in a normal manner. A second request for reassignment should not be submitted until the command and the



man making the request have been notified of final action taken on the first request.

Advancement/Promotion

Q: I passed the August exam for Chief Machinist's Mate but was not advanced because of quota limitations. My final multiple was .75 less than the required minimum for advancement. In November, my ship was awarded the Navy Unit Commendation for service between 26 May and 25 August.

A: Am I entitled to the additional one point for the NUC in recomputing my final multiple?

A: For purposes of eligibility for the additional one point toward your final multiple, you are considered to have earned the award as of the terminal date set forth in the citation, or 25 August. Since this date is after the date of the August examination, the award cannot be added to your final multiple. Had the terminal date been on or before the exam date, the award could be included in a request for recomputation of your final multiple.

Q: Is there any way I can receive a waiver of time in grade in order to participate in the next exam for Quartermaster 2nd Class?

A: The BuPers Manual and other publications require that you serve at least one year as a QM3 before you advance to QM2. The advancement system is based on Navywide competitive examinations and standardized eligibility requirements. This ensures

each man of an equal chance in the advancement competition.

Although you may be doing a good job and have demonstrated that you are qualified for advancement, it would be unfair to your shipmates if you were granted a waiver and they had to meet the eligibility requirements. Therefore, unless your previous advancements were delayed due to administrative error, a waiver cannot be granted.

Q: May a petty officer 3rd who has been approved for reenlistment under the STAR program and guaranteed advancement because he had completed a class "B" or equivalent school be automatically advanced before he reenlists?

A: No. In this situation, the individual should be advanced after his STAR reenlistment. (For details on the Selective Training and Reenlistment Program, see BuPers Inst. 1133.13 series.)

Q: Why can't certain eligibility requirements such as age, time in service, etc., be waived for outstanding candidates for the Limited Duty Officer and Warrant Officer programs?

A: Both programs are administered under laws which require that regulations be prescribed by the Secretary of the Navy. Once such regulations are approved, they become part of the law. Short of changing the law or the regulations, waivers cannot be granted.

But in the event the law or regulations are changed, the changes must affect the entire Navy and not one individual.

Q: If I accept a promotion to a higher grade, will I incur any active duty obligation which would defer my resignation?

A: No. Active duty obligation incurred as a result



of promotion applies only to retirement, not to release from active duty, resignation or discharge.

Q: Who approves the selections of officers for promotion?

A: The President approves nominations of officers for flag grade and transmits the names to the Senate for confirmation. The Secretary of the Navy approves those for Captain and below, and transmits the names of Regular Navy officers to the Senate for confirmation.

Q: Why does it take so long before a temporary warrant officer, who has been notified of his selection for permanent appointment, receives the actual appointment papers which are to be tendered by his commanding officer?

A: Although recommendations of the annual Permanent Warrant Officer Selection Board have been approved by the Secretary of the Navy, the law requires that such appointments be with the advice and consent of the Senate. Appointments cannot be mailed for tendering until all the necessary action has been completed.

Q: What are the criteria for SPOT promotions?

A: A summary of those contained in SecNavInst 1421.3 series on the subject follows:

- Be an unrestricted line officer and have served for at least three months in a qualifying billet at sea or in a one-year unaccompanied tour.
- Have served one year in grade LTJG, two years in grade LT, or three years in grade LCDR.
- Have at least one year remaining in the qualifying billet, unless in a one-year unaccompanied tour or on a selection list for the higher grade.
- Be recommended by your commanding officer.

Q: How is the date of rank determined for an officer selected for LT under the Officer Personnel Act?

A: A suspension of OPA time in grade requirements now permits promotion of officers selected for LT after they have completed three years' commissioned service. The promotion is effected on the first day of the month following the month that three years of commissioned service is completed. The service is computed from the date of rank as ensign.

Q: What effect does a SPOT promotion have on lineal position and eligibility for the next higher grade?

A: No effect under the normal promotion statutes of the Officer Personnel Act of 1947. Accordingly, it does not affect an officer's position on the lineal list nor does it count in determining his eligibility for selection to the next higher grade.

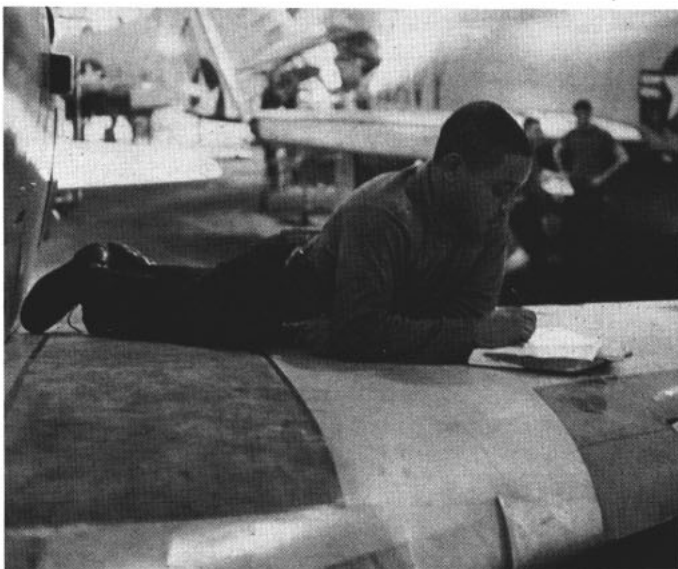
Q: How is the date of promotion determined for Medical Corps officers?

A: Promotion is made upon completion of either a prescribed number of years of professional training and experience, or years of active duty in grade.

Boards

Q: What is the reason for the delay between the time an administrative board adjourns and the time the results are made available to the Fleet? I'm thinking of boards such as Augmentation Selection, Restricted Line Transfer and Line/Staff Transfer.

A: Members of the above boards are appointed by the Secretary of the Navy for the purpose of considering all eligible applicants and recommending those who are best qualified for appointment or redesignation, as the case may be, in the Regular Navy. After the board adjourns the record of proceedings is forwarded to the Secretary of the Navy via (1) the Chief of Naval Personnel for recommendation, (2)



the Judge Advocate General for review as to legality and (3) the Chief of Naval Operations. Only after the record of proceedings is finally approved can the contents be divulged.

Allowances

Q: When is a basic allowance for quarters authorized to be paid to bachelor enlisted men?

A: BAQ is authorized to single enlisted men on shore duty in all grades if adequate accommodations are not available, and the men are not required to reside on board because of military necessity. The base or installation commander decides which quarters, if any, are adequate and available for assignment, but some requirements for adequacy as stated in OpNavInst. 11012.2A are as follows:

- Men in grades E-7, E-8 and E-9 should have a

Questions and Answers

private sleeping/living room with not less than 200 square feet of gross living area.

• For grades E-5 and E-6, there should be a minimum of 72 square feet net sleeping area. Navy practice is to not involuntarily assign an E-5 or E-6 to accommodations which must be shared by more than one other person.

• Men in grades E-1 through E-4 should have at least 72 square feet net sleeping area. In practice, the area provided may be a room, in a dormitory, or a cubicle formed by a partial partition.

Chapter 2 of the allowances section, DOD Military Pay and Allowances Entitlements Manual, contains information for men in special situations and lists the amounts of BAQ authorized for various pay grades.

Q: Are men who serve as "Stationkeepers/Recruiters" at Reserve training centers entitled to the special clothing allowance and superior performance pay that is awarded to regular recruiters?

A: Yes and no. Enlisted personnel on temporary active duty as recruiters at Naval Reserve training centers are not entitled to special clothing allowance or recruiting superior performance pay. Recruiters assigned to Navy recruiting stations and members of Naval Aviation information teams and others assigned to recruiting duty at a Naval Air Reserve activity



may draw a one-time supplementary clothing monetary allowance upon reporting for recruiting duty. Only recruiters at Navy recruiting stations draw superior performance pay which is a form of proficiency pay.

Q: On a recent permanent change of station, my wife and two of my children, ages 12 and 14, accom-

panied me via privately owned vehicle and I was reimbursed for their travel for the maximum allowance of 18 cents per mile. My 18-year-old son who remained in the area of my old duty station will join us in the near future. Can I obtain a Transportation Request for his travel?

A: Yes. If you are entitled to transportation for your dependents, you may be furnished transportation in kind through issue of a transportation request for all eligible dependents regardless of number. You also may be reimbursed for other eligible dependents' travel performed at your own expense, not to exceed the maximum allowance of 18 cents per mile, without reference to the value of the transportation in kind.

Q: I recently reported to an air station under permanent change of station orders. My wife is also in the Navy and also served at my last duty station. When she is discharged in about a month, will the Navy pay for her travel to my new duty station as "incidental to my PCS?"

A: No. Transportation is not authorized at government expense when the dependent was a member of the uniformed services on active duty on the effective date of her husband's permanent change of station orders.

Q: I have received permanent change of station orders from Washington, D. C., to a ship with a home port at San Diego. I plan to leave my dependents in Chicago and then have them join me in San Diego after I have found suitable housing. Can I obtain a Transportation Request for their travel by air from Chicago to San Diego, and then claim reimbursement for their travel at my expense from Washington to Chicago?

A: Yes. In the settlement of your claim, you will be reimbursed on a monetary allowance basis computed on the distance from Washington to San Diego (2618 miles), less the distance from Chicago to San Diego (2059 miles) for which transportation is furnished.

Q: Is surface transportation to Europe available for men and dependents under permanent change of station orders?

A: No. Last year the American Export Isbrandtsen Lines, which operated between the United States and the Mediterranean area, removed ss *Constitution*, ss *Atlantic*, and ss *Independence* from all passenger service. Also, the United States Lines canceled operation of the ss *United States* on the North Atlantic route. This was the last U. S. flag passenger ship operating between the U. S. and Europe.

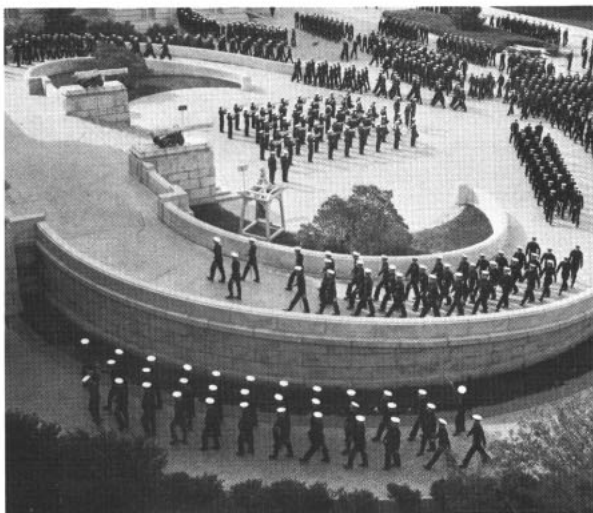
And foreign flag ships may be used only under unusual circumstances. The Merchant Marine Act of 1936, as amended, and Joint Travel Regulations provide that, where available, ships or aircraft registered under the laws of the United States will be used for

all travel and transportation outside the continental U. S. Exceptions are authorized only when supported by a medical officer's certificate that an individual cannot travel by air for reasons of health.

Therefore, you should assume that your PCS move to Europe will be by air.

Q: *I am under PCS orders to a ship homeported at Mayport, Fla., but the ship is deployed to the Mediterranean. I have 30 days' leave en route which I intend to spend in Spain, where my brother resides. May my wife accompany me to Spain on a space available basis via the Military Airlift Command?*

A: No. The privilege of traveling space available on board MAC aircraft does not apply when you travel in a leave status in connection with PCS orders, temporary duty orders, or temporary additional duty orders. The privilege is intended only for a visit to an overseas area, or to the continental U. S., on a round-trip basis with the sponsor when traveling in an



ordinary leave status. OpNavInst. 4630.12 series sets forth the categories of passengers who may be provided transportation as channel traffic on a space available basis in MAC aircraft.

Q: *What are the rules concerning my entitlement to dependents' travel and shipment of household goods when I am ordered to an area outside the continental U. S. to which dependents' travel is restricted?*

A: In general, if you are in grade E-5 or above, or grade E-4 and have more than four years of service on the effective date of your PCS, the Navy will pay your moving expenses.

Commencing 1 July 1970, E-4's with less than four but more than two years' service who have committed

themselves to serve on active duty for a total of six years will also be eligible for these entitlements.

If your PCS is from a place within CONUS to a place outside CONUS where your dependents are prohibited, the Navy will pay for your dependents' travel and the shipment of your household goods from their location when you received the orders to any other place in the United States. However, the cost may not exceed the distance from your last permanent duty station to the designated place.

Instead of moving your family and household goods to another place in the continental U. S., you may move them to Puerto Rico, Alaska, Hawaii or any territory or possession of the U. S., provided you have the approval of the Chief of Naval Personnel. If approval is not granted, or if travel is contemplated to any other place outside CONUS, your entitlement will be limited to the point of actual departure from the U. S.

If your PCS is from a place outside CONUS and your dependents reside outside CONUS when you receive the orders to a restricted area, you may move your dependents and household goods to any place in the U. S. or to any location outside CONUS where dependents' travel is permitted. Should you designate another point outside CONUS, you would need advance approval of the Chief of Naval Personnel.

If you contemplate moving your dependents outside CONUS, you should consider the expenses involved. As a rule, government housing is not available and civilian rentals are expensive and scarce. Exchange and commissary privileges may not be available, or may be severely limited.

Training/Education

Q: *What is the opportunity for diesel-trained submarine officers to serve on nuclear-powered submarines?*

A: There is a good opportunity for diesel-trained of-



Questions and Answers

officers who wish to serve as navigators or weapons officers on board SSBNs after *Polaris* training at the Guided Missile Schools, Dam Neck, Va. At this writing, there are 113 diesel-qualified submarine officers who serve on board the *Polaris*/*Poseidon* submarines.

Q: When is the best time to submit applications for Presidential nominations for the Naval Academy class which enters Annapolis in 1971?

A: Applications may be submitted to the Chief of Naval Personnel any time between July 1970 and 31 Jan 1971.

Q: Would you give me a brief description of NESEP, and how one goes about applying?

A: The Navy Enlisted Scientific Education Program is a college training program in Engineering and Science for outstanding petty officers on active duty. NESEP leads to appointment to commissioned grade and a career as an unrestricted line officer of the Regular Navy.

Each applicant for NESEP must complete and submit a NESEP Application, NavPers 1110/122, with accompanying documents outlined in BuPers Inst. 1510.69 series to reach the Chief of Naval Personnel no later than 1 October of the year preceding the academic year for which the application is made. (ALL HANDS, December 1967, described NESEP in detail.)

Q: How many days of Project Transition services are men assigned to deployed Fleet, Fleet aviation, mobile units, and overseas shore activities, entitled to receive in CONUS?

A: Ten days. Men in these categories are transferred to arrive at the Transition site nearest the point of

entry in CONUS 10 days before the date their active obligated service expires. The 10 days are not in addition to the normal seven days' processing time required under article 3810260, BuPers Manual, but normal travel time allowed to the place of separation is to be added to the 10-day period. (ALL HANDS, May 1970, has a roundup on Project Transition.)

Q: How can I become a Navy diver?

A: The first step is to volunteer for the Navy Diver Program and to be recommended by your commanding officer. You may volunteer for the training if you are a designated striker or a PO1, PO2, or PO3 in one of these ratings: BM, GM, TM, MM, EN, MR, SF, DC, EM, SW, BU, CE, EO, CM, UT, EA and IC.

Waivers of rating or striker designation are currently being granted, if your present skills can be used aboard ships with diver allowances and if your rating is not undermined.

When preparing your application, use the following checklist to be sure that all requirements are met, and these must be certified on your application:

- Minimum combined ARI/MECH aptitude score of 105. (If you do not meet this requirement, but are highly motivated and qualified in all other respects, you may request a waiver.)

- Physically qualified in accordance with article 15-30, Manual of the Medical Department.

- A qualified swimmer first class in accordance with article 6610120, BuPers Manual.

- Psychologically adapted to diving as determined by a qualified Medical/Diving officer.

- Interviewed by a designated diving officer to determine your aptitude and motivation for diving duty.

- Completed test dive in deep-sea diving suit.

When accepted, candidates are assigned to training at Diver Second Class School, San Diego or Norfolk. Graduates are designated with NEC 5343 (Diver Second Class) and assigned to stations with appropriate diver billets.

Q: If I receive assistance under the tuition aid program, may I apply for Veterans Administration assistance for the same course?

A: No. The VA educational allowance is not payable for course fees already partially paid under the Navy Tuition Assistance Program. However, you are authorized to pursue one course under the Tuition Assistance Program, and some other course, if eligible, under the VA educational assistance program.

Q: How do I go about applying for foreign language training? Can I receive language training as a reenlistment incentive?

A: BuPers Inst. 1520.93 series contains the application procedures, but you should note that the Navy only trains personnel against specific billet require-



ments. Selection criteria for assignment to a foreign language billet include specific military qualifications as well as high aptitude for foreign language. Enlisted men are encouraged to apply for foreign language training, but such training as a reenlistment incentive cannot be guaranteed.

Q: *How can I receive instructor training in small arms?*

A: If you're an AO or GM in grade E-5 or above you can qualify as a Small Arms Marksmanship Instructor by attending the appropriate four-week course conducted at NTC San Diego. Classes commence monthly except June and December. Quotas may be requested, via channels, from the Commanding Officer, Naval Administrative Command, NTC San Diego, Calif. 92133.

Q: *Can I be issued a transcript of Nuclear Power School courses in order to apply for college credit?*

A: There are no provisions to make information available concerning curricula or individual courses taught at Nuclear Power schools. Upon request, BuPers (Pers-C113) will certify that you did attend Nuclear Power School.

Q: *I understand that Submarine School is offering a five-week course for officers. Which officers are eligible to attend?*

A: Officer volunteers for submarine duty who will be assigned to nuclear submarines. After a tour of sea duty, aboard a submarine, only these officers return to Submarine School for additional advanced training.

Q: *How are the educational programs planned for individual students in the Associate Degree Completion Program (ADCOP)?*

A: Planning a student's program is a joint enterprise of the student, the counseling staff of the college and the student's commanding officer. The objective is a program properly matched to the background and capabilities of the student, one that is closely related to his rating, and one which serves to improve his professional proficiency.

And since the Navy has a general requirement to provide training that will tend to increase leadership, supervisory and management capabilities, each student's program, when possible, includes a course from one or more of the following areas:

- Principles of organization and management.
- Principles of effective supervision.
- Principles of human relations in productive enterprise
- Principles of production and quality control.

Q: *Are men in receipt of authorization for transfer*

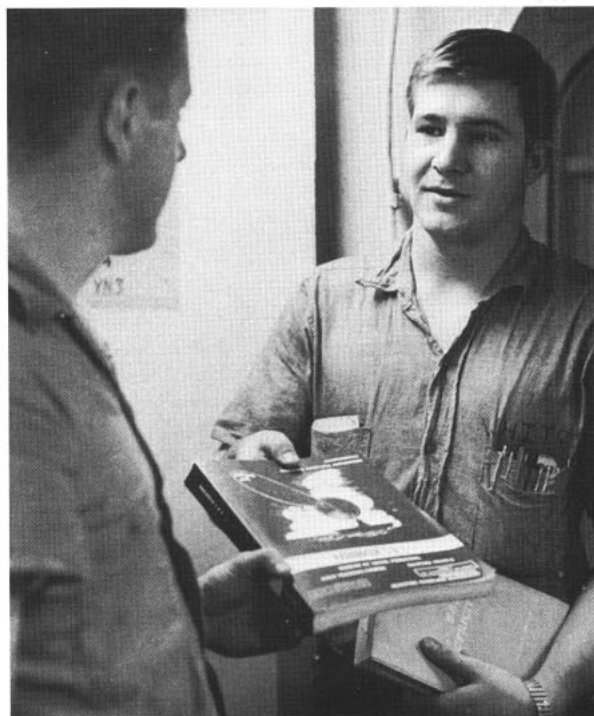
to the Fleet Reserve eligible for training under Project Transition?

A: Yes—any time during the six-month period before the date of transfer to the Fleet Reserve, you may participate in Transition through the facilities of your parent command or any other facilities available in the local area. However, no one who is transferring to the Fleet Reserve may be transferred to arrive at a Transition site more than 10 days before the date of release from active duty. Men in deployed Fleet, Fleet Aviation, Mobile Units or overseas commands may receive counseling and job referral services at a Transition site during the last 10 days before transferring to the Fleet Reserve. Men assigned to shore activities within the continental U. S. may not be transferred to a Transition site, but may, with the permission of the cognizant commanding officers, avail themselves of available services (at the command or within a 50-mile radius) up to six months before the date of transfer to the Fleet Reserve.

Q: *If an officer wishes to attend a service college, should he address a letter request to the Bureau of Naval Personnel?*

A: A letter request is neither required nor desired. A selection board decides who will attend a service college, and the sole selection criterion is performance reflected in fitness reports.

Each year group is screened during its ninth year of service, for possible attendance during the 10th or 16th year for a junior service college. Each year group is again screened during its 15th and 20th years for possible attendance during the 16th through 25th years of service. However, owing to other factors, selection by the board does not mean an individual will necessarily attend.



Questions and Answers

The Officer Preference and Personal Information Card is the preferred means for indicating a particular location for attending a service college such as the Naval War College at Newport, the Armed Forces Staff College at Norfolk, or any of various other military service colleges which have quotas for naval officers.

Training Publications

Q: Where are rate training manuals stocked?

A: At the Naval Publications and Forms Center, Philadelphia, Pa. 19120. Copies may be obtained through channels by filling out DD Form 1348, following the instructions contained in NavSup Publication 2002.

Q: How are rate training manuals distributed?

A: New and revised training manuals are distributed by the Chief of Naval Personnel to all commands which have an allowance on board for that particular rate. For example, the EM 1 & C manual is distributed to commands which have EMs 2 & 1 on board—usually on the basis of one copy for each. Packaging and mailing is handled by the Naval Publications and Forms Center, Philadelphia.

Q: May I purchase personal copies of rate training manuals?

A: Yes. Certain training manuals are available for purchase from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402. You may write to GPO for a copy of the free Price List 63 which contains all the necessary information on purchase.

Q: May I obtain personal copies of the Naval Training Bulletin?

A: Yes. Individual copies of this quarterly publication are available from the Superintendent of Documents (see address above) at a cost of 25 cents per copy; a one-year subscription is \$1. The free Price List 63 has details on ordering.

Q: When I order a publication that has changes, is it necessary to order the individual changes as well?

A: No. Changes to publications are issued automatically with the basic publication.

Q: How do we get on the distribution list for sound/slide programs?

A: The catalog NavPers 301551-4 lists synchronized sound/slide programs produced and distributed by the Bureau of Naval Personnel. Most of the programs listed (and many scheduled for future production) are automatically distributed to designated combat ships by the Naval Training Aids Center, San Francisco. Programs which are not received automatically may be requested either on loan or for re-

tention. Requests should include the program number and title, specific training to be supported, and date required. Requests should be submitted to the Director, Naval Training Aids Center, Bldg. 62, Treasure Island, San Francisco, Calif. 94130.

E-8/E-9 Signature Authority

Q: Please discuss the broader authority that senior and master chief petty officers have, such as signing certain paperwork "by direction."

A: Commanding officers may delegate "by direction" signature authority to senior and master chief petty officers for the purpose of signing service record entries, discharge certificates, separation forms and enlisted orders written in the field. BuPers Notice 5210 of 15 Jan 1970 adds that E-8s and E-9s also may be authorized to initial facsimile signature stamps and to sign leave papers, liberty passes and identification cards as issuing or authorizing officer.

The "by direction" signature authority may not be granted to senior and master chiefs to account for



public funds, administer oaths of enlistment, sign orders to officers or sign correspondence.

Administratively, E-8 and E-9 chiefs may process advancement in rating exams for men in grades E-6 and below, and may be given certain collateral duties normally assigned to junior officers. These duties may include: Education Service Advisor; Civil Readjustment Advisor; Lay Leader; Library Advisor; Safe Driving Advisor; Athletic Advisor; Benefits and Insurance Advisor; Savings Bond Advisor; Career Counselor and Project Transition Advisor.

Credit Unions

Q: What is the purpose of federal credit unions? How can they benefit Navy personnel?

A: Federal credit unions were established to provide low-cost credit, a means of savings, and counseling in financial matters, to all military personnel and Department of Defense employees. To further the policies of DOD with regard to credit unions, the Navy requires defense-oriented credit unions at naval installations to provide full credit union services to all Navymen, afloat and ashore. Credit unions are operated by active duty and retired military personnel and Department of Defense employees.

Credit unions are recognized as cooperative associations created to stimulate savings and provide a source of low-cost credit for provident and productive purposes.

Navymen in locations remote from large naval concentrations often may use credit union services which primarily serve other branches of the armed forces.

Hardship Discharge

Q: Under what conditions may a Navyman receive a dependency or hardship discharge?

A: The Chief of Naval Personnel may authorize enlisted personnel to be discharged or released to inactive duty at their request when it is determined that an "undue and genuine hardship" exists. The hardship must be of a permanent nature and the conditions must have been aggravated since the man came into the Navy.

Also, it must be determined (in accordance with article 3850240, BuPers Manual) that release from active duty will result in elimination of the hardship, or will materially alleviate the condition, and that there is no other means of resolving the situation. In other words, a hardship discharge should be considered a last resort.

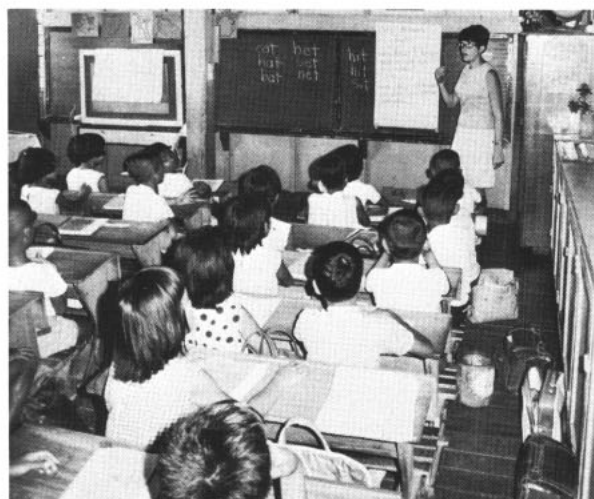
Dependency or hardship discharges are not authorized solely for business or financial reasons; for indebtedness; for personal convenience; because of mental or physical condition; or to those confined or charged with a crime.

Further, "undue hardship" does not necessarily exist because of a change in present or expected income, or because a man is separated from his family or must experience other inconveniences of military service. Pregnancy of a man's wife is not in itself a circumstance for which separation from active duty is authorized.

Dependents' Schools

Q: I have orders to an overseas station. My wife is a qualified teacher and would be interested in a teaching position in the Dependents' School at my new base. What is the procedure she should follow to apply?

A: If your wife meets the following requirements, she may submit her application, accompanied by a copy of an official transcript of all undergraduate and graduate credits, to the State employment service nearest your present residence. The requirements are:



- United States citizenship.
- At least 21 years of age by 1 August of the school year for which application is made.
- Successful completion of a full four-year course which led to a Bachelor's degree from an accredited college or university.
- At least 18 semester hours of course work in the field of professional education.
- Not less than two years of successful full-time teaching experience during the past five years.
- Expectation of teaching availability for a full school year.
- Entitlement to overseas transportation as a dependent.
- Arrival overseas before the school year begins.

The application should be submitted to the school authorities for consideration, but her actual employment will not be made until she finally arrives overseas.

Q: My wife has completed college in teacher's training but has had no actual teaching experience. Could she teach in a service-operated overseas dependents' school?

A: If she is at the location of a dependents' school and a vacancy in the field of her teacher preparation occurs during the school year, she may be considered for the position for the remainder of that school year. Also, she may be placed on a substitute teachers' list if she contacts the school authorities.

Q: I am eligible for retirement and am planning to reside in a foreign country. Can my children attend a service-operated dependents' school at government expense if there is one in the area?

A: No. Your children may not attend a dependents' school at government expense. However, they

Questions and Answers

may be admitted on a space available basis, in which case you would pay the tuition at a rate established by the school authorities.

Q: *If I am ordered to an overseas area where there is no service-operated dependents' school, and no English-speaking tuition-fee school is available, what provision is made for the education of my dependents?*

A: If your children are of elementary school age, the commanding officer of your duty station may request the area school superintendent to provide correspondence courses commensurate with the grade level of your children. These courses include instruction from the school with regard to their administration and are easily supervised by parents. They have proved very satisfactory and thorough and are accepted by continental United States schools as transfer courses.

If your children are of high school age, one of the following alternatives may be employed:

- Attendance in a service-operated dormitory-type school. In this type of school, the U. S. Government will bear the costs of tuition, board and room, but the cost of transportation must be borne by you.

- Attendance at a private dormitory-type school (tuition-fee) in the proximity of your residence. The same costs are borne by the Government as for service-operated dormitory-type schools.

- Correspondence course study from the University of Nebraska. Full credit for these courses is granted by the majority of continental U. S. high schools and colleges. The commanding officer of your overseas duty station requests the area school superintendent to provide the necessary course enrollment.

In all cases, you should be advised that no reimbursement can be made directly to you for your dependents' schooling.

Reserve/Retirement

Q: *What is the Reserve obligation of a Regular Navy enlisted man who does not reenlist after completing his first enlistment?*

A: If the initial enlistment was for less than six years, he will be transferred to the Naval Reserve as a Ready Reservist to fulfill the balance of a six-year military obligation. Any drill participation in a Selected Reserve unit will be voluntary.

Q: *What is the post-active duty obligation of a Reservist who served in Vietnam?*

A: Reservists who voluntarily incurred a drilling obligation as a result of "A" school training or individual agreement/contract must participate in the Reserve program even though they may have served in Vietnam. All other Reservists with a remaining military obligation will not be involuntarily assigned to a Selected Reserve unit for drill purposes.

Q: *May warrant officers use constructive time accumulated while in an enlisted status when they transfer to the Fleet Reserve?*

A: No. First of all, warrant officers cannot transfer to the Fleet Reserve, unless they revert to enlisted grade. To retire as a warrant officer you must complete 20 years of service, day for day. Constructive time does not count.

Q: *When is the ideal time for a man on toured duty to transfer to the Fleet Reserve?*

A: Generally, the ideal date to select for transfer to the Fleet Reserve is one which coincides with your tour completion date. This date is usually approved, provided, of course, you are otherwise eligible.

Extension of a tour completion date is not normally authorized for purposes of transferring to the Fleet Reserve, except to allow the time needed to complete 19 years and six months for initial eligibility.

Any date after one year on board is also appropriate for transfer to the Fleet Reserve, provided you give at least six months' notice and you are not accompanied by dependents on an overseas assignment.

On occasion, the Chief of Naval Personnel automatically defers for a short period the date requested for transfer to the Fleet Reserve in order to provide increased benefits to the Navyman concerned.



Q: *What are the advantages of having a statement of service creditable for transfer to the Fleet Reserve before actually applying?*

A: The statement of service enables you to determine the date on which you would be eligible for the higher percentage multiplier. For example, if the statement of service shows you will have 25 years and five months of active service on the date you desire

transfer to the Fleet Reserve, it would be to your advantage to request a date on which you would have 25 years and six months of service so that your percentage multiplier would be 26 years instead of 25.

Q: *In general, who can be placed on the temporary disability retired list?*

A: Any member found by the SecNav to be unfit for duty by reason of disability which *may* be of a per-



manent nature and incurred while on active duty. If the member has completed less than 20 years' active duty the disability must be ratable at not less than 30 per cent disabling.

NROTC/NJROTC

Q: *What are the qualifications for assignment to duty as an NROTC instructor?*

A: Normally, only officers in grade of Lieutenant who have completed tours as department heads are selected for these assignments. Because of the role the NROTC instructor has in motivating midshipmen toward successful naval careers, only the best qualified, career-motivated officers are assigned to the duty.

All officers selected by the Chief of Naval Personnel for NROTC assignments must be nominated to the university to which assigned. The university examines the academic qualifications of the officer and then accepts—or refuses to accept—the officer as a member of the faculty. Most universities currently require that a nominee have a master's degree or an undergraduate college transcript with at least a B average.

Q: *What, in general, does an instructor do in the Naval Junior Reserve Officer Training Corps program?*

A: Retired officers who are employed as NJROTC instructors teach the academic portion of the curriculum. Enlisted instructors, who also are retired Navy-men, are responsible for conducting the Leadership

Laboratory and teaching in areas in which they possess particular competence.

The instructors present classroom material specially prepared for NJROTC. Activities such as drill and rifle teams are encouraged, but these are not required.

Upon full implementation of the three-year program, it is estimated that each instructor will teach on an average of four 50-minute periods per day in a six-period class schedule.

As a regular faculty member, he also shares in duties assigned the faculty by school authorities.

Q: *Are any NJROTC instructors on active duty?*

A: No. The Secretary of the Navy authorizes selected high schools to employ retired commissioned and noncommissioned officers who are qualified and approved by both the SecNav and the schools concerned. The retired Navyman is not, while employed as an NJROTC instructor, considered to be on active duty or inactive duty training for any purpose.

Q: *Is there more than one instructor per school in the NJROTC program?*

A: Yes. The ratio is one enlisted instructor per 100 students (or major fraction thereof), and one officer instructor per 500 students or major fraction thereof.



Schools which participate in the program agree to hire at least one officer and one enlisted man per school.

Q: *Whom do I contact for information on NJROTC?*

A: Bureau of Naval Personnel, Pers-C33, OX4-8338, Washington, D. C. 20370.

Any more questions? If so, pass them on to ALL HANDS and we'll do our best to find the answer.

today's navy



Beat the Clock

Shipboard damage control training sometimes has a way of becoming tedious. But the men on board the tank landing ship *uss Jennings County* (LST 846) have come up with a system which makes the training more of a challenge than a chore. They compete among themselves and against the clock to determine their over-all proficiency.

The system was first tried while the ship was en route to Japan after a six-month tour in Vietnam waters. The crew — petty officers first class and below — was divided into four competitive groups by rate. Each competitive group was further organized into five-man teams, resulting in two PO1, five PO2, seven PO3, and 13 nonrated teams. All teams were composed of ratings from various departments, ensuring that no team had a preponderance of engineering personnel who would normally be more closely associated with the equipment.

Competition began with a written exam on basic military requirements. It consisted of 85 questions — 25 on damage control; 10 on first aid; 20 on ammunition handling and small arms safety; 20 on deck seamanship; and 10 on ship characteristics, especially those of *Jennings County*. Individuals answering all questions correctly received 85 points.

Next, three practical tests on firefighting equipment were held on the ship's helicopter landing pad, using two foam-making devices and a fogging applicator.

A standard three-minute time limit was established for each of the three events. For each event in which they met or bettered the standard time, each member of the team was awarded five points. For any time over the limit, each member received three points.

The competition was spurred by cheers of encouragement from

chief petty officers and officer spectators who on occasion became drenched when a team failed to make a correct water hose connection. This, in itself, served as a drive for improvement in performance by each successive team.

As an incentive for the individual to excel, the top performer in each of the four competitive areas was commended by the commanding officer and awarded special liberty while the ship was in Japan.

In addition, the individual who attained the highest rating of all the competitive groups received special liberty and recognition from the Commander of Landing Ship Flotilla One, and was named *uss Jennings County* Sailor of the Year.

Who won the team competition in the race against the clock?

The first class petty officers started off in fine fashion, scoring a two-minute, 30-second, combined time for all three events. However, each team thereafter strived to better their leader's performance and chopped times considerably, until the winning team tallied a score of just one minute, 12 seconds, for all three firefighting events. The winning team was comprised of a seaman, radioman, fireman, seaman apprentice and fireman apprentice.

Confident that they have the best firefighting team in the Fleet, the *Jennings County* crew has challenged any and all ships' companies, big or small, to beat their record.

A Look-Sea for Building Site

Four surveyors from the U. S. Naval Oceanographic Office recently descended 600 feet to the bottom of the Santa Barbara Channel to examine a 1500-square-foot area about 15 miles off Santa Barbara's beaches.

The divers used the submersible *Deep Quest* to survey the area as a potential site for the Naval Civil

Engineering Laboratory's Seafloor Construction site (SEACON). This site will be used as a test area for undersea construction.

The surveying team also looked for a 15-mile strip of channel to represent the extremes generally encountered in deep-sea cable routes. The strip will be useful in learning what kinds of problems may be expected along ocean cable routes.

The surveying project will also teach oceanographic office surveyors how submersibles such as *Deep Quest* can help in over-all deep-ocean charting efforts.

EM Club to Open Next Year

A new enlisted men's club is under construction at the U. S. Naval Base, Guantanamo Bay, Cuba.

The centrally air-conditioned complex, due for completion in September 1971, will include carpeting; a built-in sound system; indirect lighting; a large patio area with snack bar; separate game and reading lounges overlooking the ballroom; a large dining room; facilities for private parties; and easy access to a swimming pool and other recreation.

Seabee Forces, Atlantic, started

building the 20,000-square-foot club in May.

The new club is designed to offer something for everyone — married or single.

Drinks will be served in the EM lounge, which will feature skylighting from a slanted roof, and in the petty officers' lounge, which will offer dinner as well as drinks.

The main dining room, open to all men and their families, will provide full menu service to as many as 360 people.

After dinner, the visitor may enjoy a movie on the large patio, overlooking the base golf course. A snack bar on the patio will provide short-order food service.

For the man who prefers to settle down with a good book, the club will have a second-floor reading room. There will be no noise in the room (except for soft, piped-in music).

For others, the game room next door will include equipment for everything from chess to billiards.

Both reading and game rooms will overlook the main ballroom, one floor below, through windows.

Two giant sliding partitions will divide the ballroom into three smaller entertainment areas. The Navy Exchange Food Services Of-

fice will offer catering services ranging from canapes to a banquet.

The location is convenient to the Special Services swimming pool and recreation fields. Gold Hill Towers, the bachelor enlisted quarters scheduled for completion this year, is within easy walking distance of the club.

Ready for One More Try

Three times before, TM2 Alvas Gillespie fought for the inter-service light-heavyweight boxing title, and each time he was defeated. This year, at 34, the NAS Point Mugu Navyman realized it would probably be his last chance.

"I really got razzed. The Army light-heavyweight champ had a long string of knockouts and was the heavy favorite. Nobody thought I could last in the ring with him."

Gillespie brushed off the critics and said he could win. But secretly, he knew he would have to go all out.

The Navyman followed a rigorous training schedule and began to psyche himself up. When he climbed through the ropes at Fort Dix, N. J., last April, he was physically and emotionally qualified to win.

After one minute and 30 seconds

Front view of enlisted men's club planned for Guantanamo Naval Base is depicted by scale model.





ARMED FORCES CHAMP—TM2 Alvas Gillespie is congratulated on winning the All-Service light-heavyweight boxing championship for 1970.

of the third round, Gillespie was the winner by a TKO and the inter-service boxing championship, 178-pound division, was returned to the Navy.

Fight Fire With Firecrackers

uss *Iwo Jima* has developed a shipboard firefighting routine which proponents say is faster and more efficient than the usual procedure of going to General Quarters. They call it "firecracker team."

The firecracker team is composed of highly trained damage control specialists who have five minutes to reach the scene of a reported fire and report back to the bridge that it's under control. If the bridge doesn't get the word in time, the ship goes to GQ.

Advocates of the system point out that, because fires spread very rapidly aboard ship, the sooner you can get a trained crew on the scene, the easier it will be to extinguish the flames. Going to General Quarters, they say, means several minutes' delay before actual firefighting begins.

They also emphasize the increased efficiency of the new system. Since most of the calls the team receives are minor (where there is no threat to the ship), the procedure saves *Iwo Jima* countless manhours. Going to General

Quarters, they estimate, would take the crew away from ship's work for almost half an hour.

Assignments within the team are kept flexible. The men fill in positions as they reach the scene of the fire; first man to arrive becomes a nozzleman and the first of three assigned 1st class petty officers takes over as scene leader. Team members wear bright red shirts with the word "FIRECRACKER" emblazoned across the back.

Radio Therapy

The hospital ship *uss Sanctuary* (AH 17) provides a medicine for her patients and crewmembers that doesn't come in the form of liquid or pills.

It's a one-kilowatt amateur radio station — K2GQJ/MM3 — from which wireless telephone calls to home phones in the States may be made while the ship steams the Western Pacific.

Monitoring the calls is the pleasure of Hospital Corpsman 3rd Class Thomas M. Stock. Under a telephone headset and in front of a microphone, Stock makes 25 to 30 calls a night by connecting any phone on the ship to a radio transmitter and receiver. Then he contacts an FCC licensed amateur radio operator in the United States equipped to connect his radio

equipment to commercial telephone lines, a procedure referred to as a "patch." The calls are placed at night because atmospheric conditions are better, and they reach the States early in the morning when amateur radio traffic is at a minimum.

In cities where ham operators are unable to patch calls to *Sanctuary*, regular long-distance telephone lines often must be used to link the called party's phone to one of the stateside ham stations with phone patch facilities. This use of the long-distance lines is the only cost involved, but even then the patients aboard *Sanctuary* don't pay the toll.

Instead, funds are provided through programs such as the one started by Miss Josephine McDonnell of Owosso, Mich., which pay the long-distance charges for calls made by wounded servicemen. Civic groups also contribute to "Operation Jo," the name given to Miss McDonnell's program. For example, the San Clemente, Calif., Kiwanis Club maintains a telephone credit card in *Sanctuary's* name to help pay tolls. And in Goodland, Kan., where Dr. Russell Taylor operates amateur station WOFEE, the city council has made \$900 available to pay for calls made through that station.

Other ham operators involved with the program donate their time and the use of their equipment. Robert Crain, operator of station K6CM in San Diego, is one of them. He calls *Sanctuary* at 0600 each morning the ship is at sea and patches calls until 1000.

—JOSN Robert McCallum, USNR.

Irish Sailor With an Extra Pair of Sea Legs

HIS NAME is Thenderin O'Brien Odell — Obie for short.

He's an Irish clown with curly red hair. His favorite snack is a juicy Irish potato. He lives on board the destroyer *uss O'Brien* (DD 725).

And after two years of sea duty, he's a real sea dog. An Irish setter, to be exact.

According to reliable reports,



Obie's a registered setter—
but he's a liberty hound too.

Obie has come to feel at ease with the roll and pitch of a deck underfoot and the noises of blowers, gongs, whistles and guns in his long ears. In fact, liberty ashore seems to make him nervous.

Obie got his sea legs at the age of six weeks, when O'Brien's Welfare and Recreation Fund bought him as a morale booster.

He was soon fitted out with all the necessary paperwork, a service number (K9-000-07), dog tags (naturally), an ID card and a seldom-used liberty card.

His service record shows that he's tried to stay squared away. He's attended night classes in shipboard regulations, Navy regs and electrical safety.

But he got off on the wrong paw almost at the beginning. While the ship was leaving Pearl Harbor on the first of his two trips to Southeast Asia, Obie fell overboard and had to be rescued by a tug.

At captain's mast, he was charged with violation of three regulations: Article 134, conduct prejudicial to good order and discipline, to wit: swimming in the nude; Article 92, unauthorized swim call; and Article 85, attempted desertion.

Found guilty on all counts, Obie lost all galley privileges and was put on restriction. Somehow, he still managed to gain weight.

More trouble came when Obie chewed up both the captain's shoes. He lost his 3rd class crow for that one — and since then has toed the line.

According to O'Brien sailors who know him, Obie has two great dis-



Obie descends a ladder with an
Irish potato, a favorite snack.



Obie of USS O'Brien poses
for shipboard portrait.

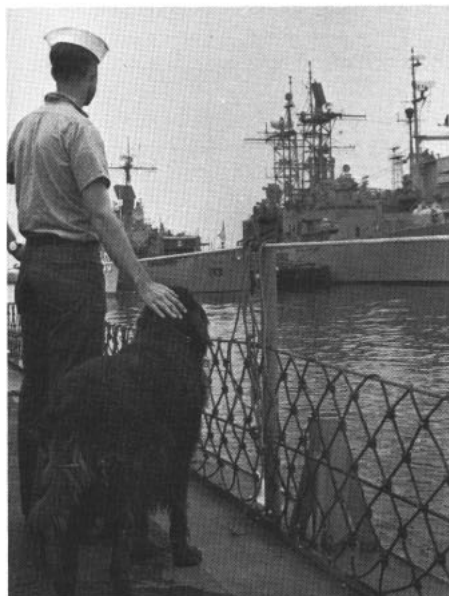
likes: aircraft carriers and submarines, naturally enough for a member of the destroyer force. His greatest hate — for subs — came from the time someone attached a periscope to his sandbox. But he loves tugboats.

No one is really a sea dog unless he's crossed the Equator. Obie had only been on board six weeks when he came nose to wet nose with King Neptune and became a shellback in a world full of pollywog dogs.

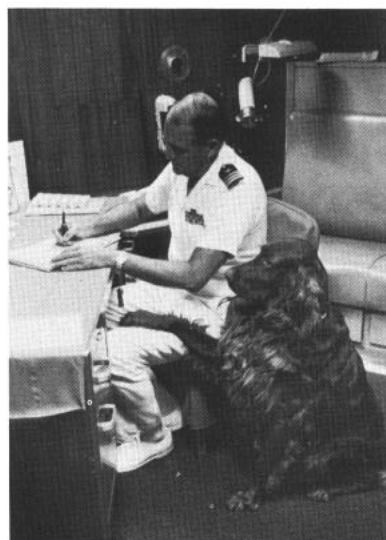
Obie could have done very well on the outside. He's an AKC registered setter of famous parents — Ch. Thenderin Royal Lance and Thenderin Cinnamon Cinder. His brother Lance has won many ribbons in dog shows.

But Obie joined the Navy and has seen the world. He's been to Vietnam twice and has visited Hong Kong, Singapore, Brisbane, Subic Bay, Sasebo, Pearl Harbor, Sidney and Yokosuka.

On board O'Brien, Obie has one job: greeting the captain at the



As USS O'Brien heads out to sea, sea dog Obie
and a shipmate say goodbye to Long Beach.



CDR William Self, captain of O'Brien,
works with Obie sitting by his side.

quarterdeck when the CO comes aboard.

He has 275 masters, and counts every one his friend. And he's the only member of the crew who can growl at the captain and get away with it.

When O'Brien pulls out of port, she takes with her a remembrance of land — a silken-haired Irish setter who runs like the wind and answers to the name "Obie."

—Story and Photos by
JOC Ernie Filtz, USN

Handling Cargo on the Ice

Forty-one men from Cargo Handling Battalion One (CHB 1) have probably thawed out by now at the Cheatham Annex base near Williamsburg, Va.

These were the men who unloaded the two cargo resupply ships which arrived at McMurdo Station, Antarctica, earlier this year with provisions for the wintering-over party and supplies and equipment for construction projects that will be in Operation Deep Freeze 1971, which starts next October.

Still sporting a heavy red beard shortly after his return from the ice, Lieutenant (jg) John E. Osborn, officer in charge of the detachment, spoke of his great satisfaction with the group's efficiency in the frigid southland where the sun never set and the temperatures at the main U. S. station, McMurdo, where the men worked, ranged from plus 44 degrees F. to 27 degrees below zero. (At the other

stations the extremes were even greater.)

The supply ships arrived at McMurdo in mid-January and early February, near the end of Antarctica's four-month summer season. The annual ice surrounding the continent had shrunk from 60 to 14 miles, allowing Coast Guard icebreakers to chop a narrow channel through to the offloading site at McMurdo.

Trained in the safe and speedy offloading of cargo, the CHB 1 detachment handled everything from boxes of fragile medical equipment to two boat cradles weighing 14 tons. Four "hatch" teams of 10 men each worked around the clock, two teams to a 12-hour shift.

Within four and a half days, USNS *Pvt John R. Towle* was offloaded in about two-thirds of the time previously required. USNS *Wyandot* was emptied in six days, equaling the previous year's time; however, 35 per cent more cargo was handled this year. Both off-

loadings were conducted in foul weather — *Towle* in a raging blizzard and *Wyandot* in a 30-knot wind.

While in the process of offloading, the hatch teams simultaneously backloaded and lashed down equipment which was either no longer needed in Operation Deep Freeze 1970 or which had to be returned to the United States for repairs. When not offloading or backloading cargo, the detachment pitched in to help Construction Battalion Unit 201 and the Antarctic Support Activity with their many construction and maintenance projects.

Campsite Opened Near Norfolk

A three-acre campsite and recreation center has been carved out of the underbrush at the naval radio station in Chesapeake, Va.

Built mostly by Navymen with funds from Navy Exchange profits, the campsite contains recreational



OKLAHOMA CITY MARINES

EACH YEAR, the Marines aboard USS *Oklahoma City* (CLG 5) take to the hills to practice combat infantry tactics and techniques during their ship's upkeep period at Subic Bay, R. P.

For five days, the Marines live under combat conditions in the Zambales Military Training area adjacent to Subic Bay. They sleep in foxholes arranged in a tight defensive perimeter and their meals consist of the infantryman's C-rations.

During their refresher training, the Marines limber up their grenade-throwing arms, go on night time and daylight combat reconnaissance patrols and review map and compass reading skills. Courses are also set up for live firing of the M-60 machine gun and the M-14.

—Story by JO1 Dan Hansen
—Photos by PH2 Boris Farley



facilities nestled among straight pine and gum trees. It includes a pavilion, 16 camping and 14 trailer sites, a comfort station with restrooms and showers, and many kinds of outdoors recreation equipment.

The new facility is named Stewart Campsite, in honor of Shipfitter 3rd Class George Cecil Stewart, who was killed in the Battle of Okinawa in World War II. Stewart's grave is only a short distance from the campsite — located on the land from which the 19-year-old farm boy went to war in 1944.

The recreation area, located on land once used for Navy survival training because of its resemblance to Vietnam, was cleared and improved by Seabees and station Navymen, using everything from earthmoving machines to machetes.

The Seabees dynamited a pond out of a tributary of the Northwest River, and the pond has been stocked with game fish. The surrounding area is visited by more

than 1200 deer hunters every season. More than 3000 Boy and Girl Scouts camped in the vicinity last year.

On hand for the dedication of the campsite last April were the mother of the camp's namesake, Mrs. Albert C. Stewart, and Rear Admiral Francis J. Fitzpatrick, commander of Naval Communications Command — who was also in the Battle of Okinawa on a sister ship of Stewart's ship.

The campsite, open to Navymen and all others with Special Services privileges, is about 20 miles south of Norfolk, almost on the Virginia-North Carolina border. It can be reached from U. S. Highway 17 or Virginia State Highway 168.

A Catch of Good Will

The Officer of the Deck aboard the destroyer *uss Henry W. Tucker* (DD 875) noted a distress signal coming from a fishing boat.

As the boat pulled alongside the

destroyer, the native fishermen indicated they were in need of medical assistance. Several of the *Tucker* crewmen were guided aboard the fishing boat and were taken to a badly injured man in the ship's cabin. It was decided to take the injured man to *Tucker's* sick bay.

While medical treatment was administered by HM1 Robert Rice, the crew of the fishing boat began to move large quantities of fish on board *Tucker*. Despite the language barrier, it was soon evident the fishermen were trying to repay *Tucker* with the only currency they had. Finally the crew was convinced they were much too generous and a large portion of the catch was returned.

After the injured fisherman had recovered enough to permit him to be transferred back to his own craft, the ships parted and large portions of goodwill had been exchanged in the South China Sea.

—LTJG S. D. Somers, USNR.



Photos clockwise from above: (1) USS Oklahoma City (CLG 5). (2) Marine lends helping hand to fellow squad member in final check of gear. (3) At point man's signal, the patrol takes position. (4) Sergeant briefs his men on course and plan of action for daylight reconnaissance patrol. (5) Machine gunners sight their M-60 weapon. (6) Corporal checks bearings before beginning patrol. (7) Hard ground makes "digging in" rough. (8) Effective hand grenade use requires concentration, good aim and strong arm. (9) Patrol leaves base camp.



More Choice for Midshipmen

The U. S. Naval Academy is making its academic program more flexible. Beginning with the class of 1971, all midshipmen are majoring in a particular field of study, much as students in civilian universities do.

An extensive reorganization, effective last 1 July, created five academic divisions, each containing two or more departments, similar to the college system found in most universities. The divisions are Engineering and Weapons, English and History, Mathematics and Science, Naval Command and Management, and U. S. and International Studies.

The new organization offers midshipmen the opportunity to major in 25 specialties, ranging from Ocean Engineering to History. In addition, all midshipmen take course work in professional subjects relating to their future careers as naval officers.

A Navigator's Best Friend

From Norfolk to Japan and the Republic of Vietnam, there are Naval Branch Oceanographic Offices known, for brevity's sake, as NAVBROCEANOS.

Information concerning the navigable waters of the world is the NAVBROCEANOS' stock-in-trade. Each office maintains an average of 16,000 nautical charts and 1800 publications of which only the latest editions are available for issue to the Navy, Coast Guard, Merchant Marine and government agencies as well as to the general public.

The NAVBROCEANOS product is much in demand. Last year, for example, one office alone issued more than 7000 charts and 800 publications exclusively to military units.

Each branch office is assigned an area for which it maintains corrected navigational charts and publications, all of which are available upon request.

The latest information reaches its seagoing users through a Daily Memorandum which is published to inform navigators of immediate dangers and also to provide them

with advance information on important items to appear in Notice to Mariners—an oceanographic office publication.

Daily bulletins are mailed to U. S. Navy and Coast Guard activities and to port areas visited or used as bases by United States ships.

Steamship companies also receive the Daily Memorandums and relay their information to their own ships.

Before a NAVBROCEANO can dispense information, of course, it must collect it. This is done through a constant liaison with Navy, Coast

Guard and Military Sea Transportation Service ships as well as agencies of the United States and foreign governments.

Through a never-ending cycle of collection and dissemination of nautical navigational data, the Oceanographic Office keeps ships informed through its branch offices around the world.

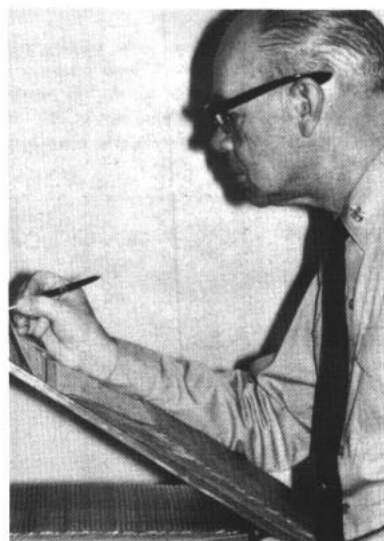
—Story by LT R. J. Zaruba

—Photos by JOC E. J. Filtz



Charts are continuously reviewed to delete old editions.

A QMC maintains a history of corrections of all materials held by NAVBROCEANOS.



Prepare to Abandon Plane

Last year, 191 naval aviators and crewmen made noncombat ejections from their aircraft safely. They owe their lives to the mechanics who kept their ejection systems in perfect working order.

Many of the technicians were trained at the Aviation Structural Mechanic (Safety Equipment) Class "B" School at NAS Memphis. The AME "B" School devotes 80 hours of instruction to the "egress system" — the equipment which can throw a pilot or crewman clear of a crippled plane.

The course offers instruction in all the basic ejection systems used in the Fleet. Students cover some of the same material as "A" school trainees — but in greater depth.

"B" School also covers publications, blueprint reading, the 3M maintenance system, pressurization, air-conditioning and associated systems, aircraft oxygen and fire-extinguishing systems, and life-raft survival.

Several new ejection system trainers are being used in the course. They include an A-7 Corsair canopy ejection and radiation shield device, used to familiarize students with simulated ejection; a seat trainer from the RA-5C Vigilante, the only system capable of ejection at supersonic speeds; and a seat trainer used in F-4 Phantoms, which includes a rocket pack capable of ejecting crewmembers while the plane is on deck, with no speed or altitude.

The rocket pack trainer, by the way, was built by instructors using salvage parts.

The trainers cost from \$1800 for the basic ejection system to more

than \$10,000 for the supersonic ejection seat.

Which might seem expensive if the training they provide didn't save lives.

Work and Play at Gitmo

USS *Lexington* (CVT 16) recently returned to her normal work of qualifying Navy pilots for Fleet duty. Since leaving her home port in June 1969, the carrier has been through an extensive yard period and has undergone Fleet Underway Training in waters near Guantanamo Bay.

After her seven-month overhaul at the Boston Naval Shipyard, *Lexington* steamed southward for a short visit to her home port at Pensacola before continuing toward the Caribbean.

While en route, *Lexington's* crew conducted a series of fire drills, general quarters and man overboard exercises to test the ship's readiness for emergencies. At Guantanamo Bay, the drills continued under the observation of the Navy's Fleet Training Group.

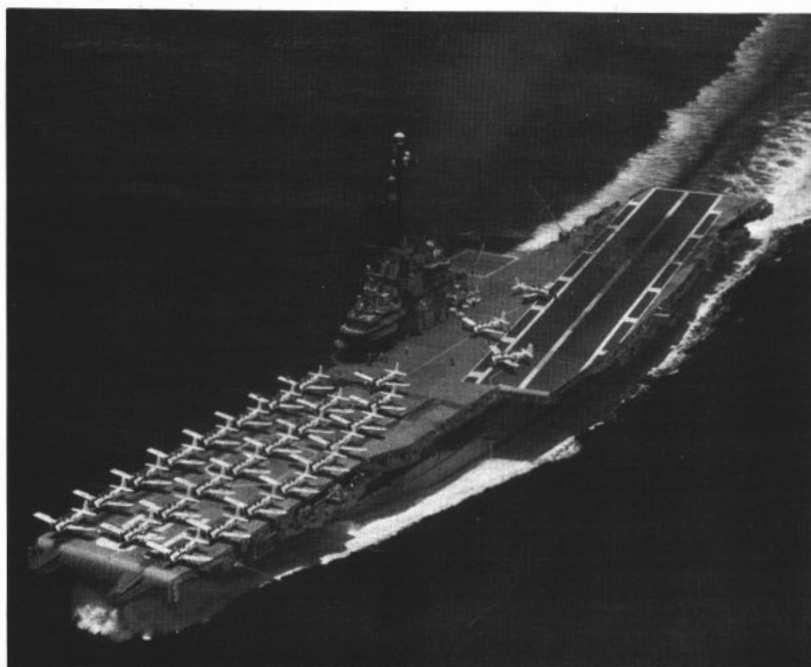
Lexington took on fuel at sea and replenished destroyers from her own tanks. The carrier also supplied a deck for practice carrier landings made by Reserve aviators from Naval Air Stations at Jacksonville, Alameda, Los Alamitos and New York.

But all was not work for *Lexington's* men. At Guantanamo Bay, the crew made full use of the Naval Base's swimming pools, beaches, bowling alleys, golf courses, bridle trails, clubs and exchanges.

Navymen Rate A in Emergency

Four officer students at the Naval Postgraduate School, Monterey, Calif., have made a study that confirms what Navymen have known for a long time: men with military training respond more quickly and effectively to emergencies than other people do.

As part of their studies, three naval officers and a Marine colonel repeated a test which had been done among civilians in 1968. The earlier test had measured the re-



T-28 Trojans line the flight deck of USS *Lexington* (CVT 16).

sponse of college students to simulated emergencies.

For this year's tests, the officers used Navy and Coast Guard Reservists. Some of the Reservists had completed their active duty, some had not.

The Reservists did better than the collegians. More of them reacted positively to the crisis situations staged by the testers, and they responded more quickly.

In one part of the test, the Navy-men and Coast Guardsmen were gathered in a room on the pretense that they were to fill out a routine questionnaire. Then, in an adjacent room, a woman fell from a chair and called for help.

Ninety-six per cent of the gallant Reservists came to the aid of the "injured" woman. In the 1968 test, 70 per cent of the civilian college students had gone to help.

Tested in pairs, 13 of 14 groups of Reservists responded to the woman's cry for help. In the earlier test, 20 per cent of the college pairs came to aid the pretended victim.

In another reaction test, smoke was released among a group which, as before, had been gathered into a room on false pretenses. More than three-quarters of the Navy-

men and Coast Guardsmen responded to the supposed danger immediately.

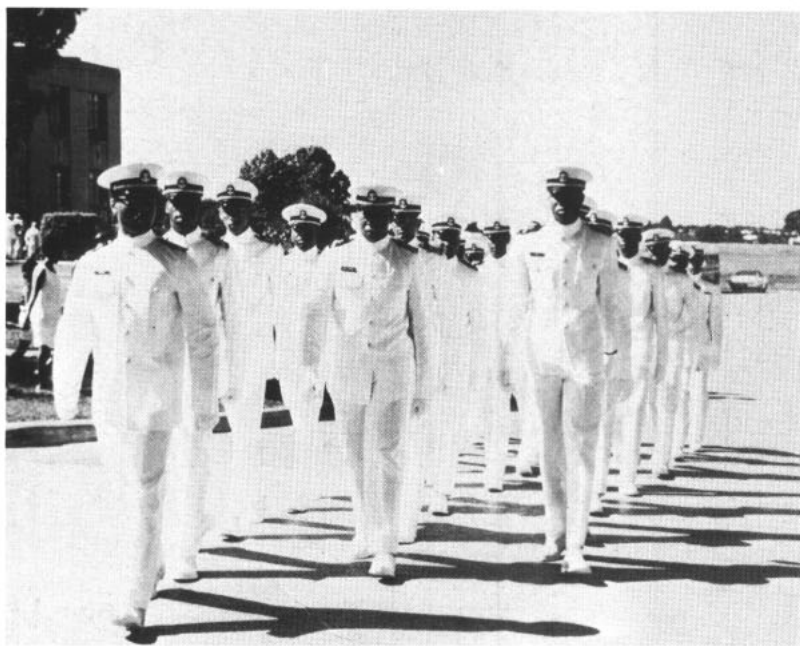
In the original smoke-filled-room test, two-thirds of the college students had reacted to the smoke, and a fourth of those in a group had responded to the potential danger.

The officers who made the study were COL Marvin E. Peacock, USMC, and LCDR Werner H. Steffen, USNR (TAR), holders of the MA degree in management, and LCDR Donald E. Harris, Jr., USNR (TAR), and LT Aubrey R. Monish, USN, who have MAs in computer systems management.

Two psychology professors, John M. Darley and Bibb Latane, made the original tests on college students. Their subjects didn't necessarily represent a cross-section of American society in terms of age or intelligence.

The Reservists in the later test, on the other hand, had widely varied backgrounds — design engineer, private investigator, welder, mechanic, bartender, high school teacher, postmaster, and so on.

Just about all they had in common was naval training.



Prairie View A & M College NROTC unit passes in review.

NROTC First for Prairie View

There are 13 newly commissioned officers in the Navy and Marine Corps today who already have made naval history. They belonged to the first graduating class from the Naval Reserve Officers' Training Corps unit at Prairie View A & M College, a predominantly Negro college located 46 miles northwest of Houston, Tex.

The unit was commissioned in April 1968, and that summer the midshipmen began their prep work with visits to naval bases and air stations and a cruise of two weeks aboard the carrier *uss Lexington* (CVS 16).

Spirits were high that fall, and the midshipmen enlivened their naval studies by launching the first annual Army ROTC vs Navy ROTC football game. Although the Army won that first game, a rivalry was born and the games already have an element of campus tradition.

During the summer of 1969, the Prairie View midshipmen again went to sea for two weeks; some on U. S. Sixth Fleet ships in the Mediterranean, others aboard ships in the Caribbean.

Last fall, the senior classmen—or first classmen—chose between the Navy and Marine Corps programs

and began to prepare for entry into active service as commissioned officers.

On 17 May, the Prairie View A & M unit completed the NROTC cycle as the 13 men received their commissions.

Superwater is Something Else

Does Superman bathe in superwater? Not likely. The world supply can be measured in droplets and whatever else it may be used for, it is definitely not bathing.

There is, in fact, considerable debate concerning what superwater actually is and what it can be used for. Scientists haven't yet been able to explain the substance in terms of known chemical-physical processes.

They know that the superwater won't freeze at a temperature of minus 50° Centigrade. (It turns into a glass-like substance.)

When exposed to temperatures high enough to melt lead, the superwater won't decompose.

As to what superwater really is, opinions vary. There is a hint that the substance is a polymer of water — many water molecules joined together to form chains or sheets.

Superwater is produced under

carefully controlled conditions in quartz capillary tubes. It is a rare substance, for all the superwater produced up to this time probably would just about cover the head of a pin.

In spite of its scarcity, however, scientists have been able to determine its density and viscosity. (It appears to be about 40 per cent denser and about 20 times as viscous as ordinary water.)

Investigation of superwater in the United States was stimulated in part by a 1969 symposium sponsored by the Office of Naval Research (ONR). A small ONR-supported program is aimed at studying the liquid structure of superwater.

It is also hoped that the study will clarify the role of solid surfaces in the production of superwater. For example, scientists don't know if the surface of quartz capillaries is essential to producing the substance.

During the study they may also learn whether the surfaces play a catalytic role in condensing superwater and perhaps about other surface processes such as boiling and corrosion.

(Note: This article is based on a report by LT Sadao Kotaka, MSC, USNR, a Research Biochemist in the Medical Microbiology and Immunology Unit at the University of California, Berkeley, Calif.)

Fantail Circuit: Good Show!

After mail call, what's the next most popular word that can be passed over the IMC on a ship at sea?

Most Navymen would probably say, "movie call." The free movies provided by the Navy to ships and overseas commands provide a welcome relief from the tensions of daily routine and the loneliness of being away from home. And besides that, they're just good shows.

Where do the movies come from?

Every year the Navy Motion Picture Service contracts from commercial film companies about 200 new and 100 older movies. Thirty

prints are made of each movie for Fleet distribution.

The Motion Picture Service then farms the movies out to Navy Motion Picture Exchanges — 18 in the Atlantic and 12 in the Pacific — which distribute them to Fleet and overseas commands.

Along with the feature movies, the commands get filmed TV programs, specials, short subjects, cartoons and sports films.

Commands in the U. S. pay and charge a nominal fee for movies, but overseas commands and ships get theirs free through the Bureau of Naval Personnel Central Recreation Fund.

A typical movie exchange is the one at Yokosuka, Japan. Staffed by U. S. Navymen and Japanese employees, it supplies movies to Seventh Fleet ships and to shore commands in Japan, Korea and Okinawa.

The Yokosuka exchange issues about 2000 prints a month to both Fleet units and local shore-based activities, with about 200 to 250 in circulation at any one time. The exchange maintains an inventory of approximately 700 prints which insures that all users have a wide variety from which to select.

Every film is inspected for defects and repaired if necessary before it is put back into circulation.

Each Navy ship is entitled to at least one feature movie a day — sometimes more as exchanges are made during unrep.

It's a big supply operation — and often somewhat complicated. (Ask any ship's movie officer.) But Navymen know, as they settle down on the fantail to unwind after a hard day's work, that it's worth it.

—PHC James E. Markham, USN.

Glass for Marine Construction?

Until recently, most structural materials lost their strength or were eaten away when subjected to the corrosive influence of seawater.

According to the Naval Ordnance Laboratory, however, there is one substance which not only keeps its integrity and strength in the sea but actually becomes

stronger. That substance is surface compression strengthened (SCS) glass.

To strengthen glass by surface compression, it may be given a chemical bath, subjected to an electric-ionic process or put through one of several other possible methods of surface compression.

The Naval Ordnance Laboratory used five regular types of commercial SCS glass in its experiments which were conducted over periods of from 18 months to three years. In the laboratory, circulating artificial seawater was used for the tests and specimens were submerged in the sea itself off California, Newfoundland and Puerto Rico.

The glass used in both laboratory and sea tests was held in rigid frames and subjected to the constant bending strain of weights and levers. Despite this stress, however, the specimens endured from 20 to 70 per cent of their average ultimate bending strength.

While submerged in seawater, the average bending strength of the glass was increased while the variability in strength which existed in the various types of test glass was reduced.

When the improvement in increased average strength and decreased variability were combined, the SCS glass strength was found to have increased from six per cent to 46 per cent.

The annealed glass which was used for a comparison became a little stronger but showed no significant change.

Although marine fouling was

profuse on the glass specimens exposed to the ocean, there was no evidence of pitting or of attacks by marine borers on any of the glass which had been submerged for 18 months in the sea.

Although all the specimens had been bent into a strong arc throughout the exposure period, all sprang straight after they were released.

According to a Naval Ordnance Laboratory chemist who has spearheaded the use of glass for submersibles, the test results indicate that SCS glass could well be considered not only for submersibles but for construction of ships as well as equipment, structures and aircraft which come into regular contact with seawater.

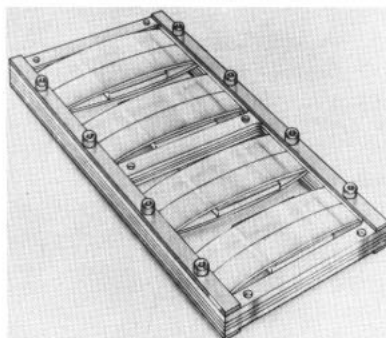


Laboratory worker adjusts glass specimens for immersion in trays of circulating simulated seawater.

Ocean exposure test specimens are ready to be lowered over the side.



Schematic drawing of glass lath strained in marine exposure frame.



from the desk of the **Master Chief Petty Officer** of the Navy

Duty With a Challenge



GMCM D. D. BLACK

IF YOU'RE A TOPNOTCH petty officer and interested in a challenging assignment, you should look into the possibility of serving as a Navy recruiter, instructor, or recruit company commander.

There is a great need for highly qualified personnel in these jobs, and the chances of getting orders for such duty have never been better. The Instructor/Recruiter community has some of the most rewarding assignments available to career petty officers, and assignment in this area will enable you to work directly with, and be able to influence, the Navy's greatest asset, people. So, if you consider yourself to be an above-average Navyman, I encourage you to investigate the personal satisfaction, challenge, and opportunity that go along with serving in one of these billets.

Recruiting duty can be one of the most interesting and personally rewarding assignments in which a Navyman can serve. Over the years, Navy recruiters have provided the Fleet with a continuous flow of young men. Today, however, mere numbers are not enough. The recruiter must seek out the high quality young men necessary to meet the requirements of our highly sophisticated and technological Navy of the 70s. How well the recruiter meets this challenge today determines how well our Navy meets the challenges of tomorrow.

Being a Navy recruiter puts you in constant touch with the public and the civilian community. Their impression of the Navy is, to a great extent, one that you create. Recruiting duty is independent duty, and your conduct is subject to constant

scrutiny. In some areas of the country, you will be the representative of the Navy in the community. Therefore, only petty officers of the highest caliber are desired for this duty.

TO APPLY FOR DUTY as a recruiter, you should indicate this preference on your Seavey Data Rotation Card. To be eligible, you must have 36 months' obligated service, computed from the month of your transfer, and a valid state driver's license. Additionally, commanding officers are required to examine the records of all personnel volunteering for recruiting duty to determine their fitness for this type duty. Of course, due consideration is given to the fact that the duties which you will be called upon to perform are entirely foreign to your rating. Unlike routine assignments, the two most important "talents" needed by a recruiter are (1) a feeling for effective community relations and (2) a desire to "sell the Navy".

If selected for recruiting duty, you will be ordered to Recruiters' School at either NTC San Diego or Bainbridge, Md., for seven weeks of instruction. However, you will be granted 30 days' delay in reporting, which you may take (all, or in part) either before or after school. Upon completion of this training, you will report to your assigned Navy Recruiting Main Station for probable further assignment to a branch station. However, you will know which branch station will be your ultimate duty station, usually during your fourth week in school.

If your recruiting duties take you overseas, into a Bupers-controlled recruiting billet, the tour length will be established in accordance with the current tour length for the particular area.

Remember, you must be Seavey-eligible to go to recruiting duty.

INSTRUCTOR DUTY OFFERS the challenges and satisfactions of a teaching position. Enlisted personnel are assigned directly to Bupers-controlled instructor billets if they meet the requirements and are eligible for assignment to shore duty in accordance with current eligibility requirements for their ratings. Normal tour length is either three years, or the normal shore tour length for your particular rate and rating, whichever is longer. This tour length policy applies to everyone except men in the RM rating, STCMs, STCSs, MMCMs, MMCSs, BTCMs, BTCs, RDCMs, and RDCSs, whose tours are set at 30 months to step up the rotation rate from sea to shore for these ratings. You must have the required obligated service to complete a normal tour of instructor duty to be eligible.

To be an instructor, you must be a leader. Leadership qualities are necessary along with having a clear record, being military in bearing and deportment, and generally not having any evaluation marks below 3.4 on your last three performance evaluations. Other requirements include

(Continued on Page 51)

bulletin board

Training for Individual Needs at DATC

The Naval Development and Training Center (NavDevTraCen), commonly referred to as "DATC," in San Diego is trying to make shore duty more rewarding for men with ratings such as Boilerman and Gunner's Mate.

During a two-year program of classroom instruction and on-the-job training, senior petty officers (PO2 and above) in engineering and gunnery ratings are provided the opportunity to improve their professional and personal skills.

Founded in 1967, DATC recognized that career petty officers need continuing training to keep abreast of technical developments in their fields. The approach is unusual at DATC: every new trainee's program is tailored to his individual needs, determined by a review of his record and a personal interview.

The established ratio at DATC is one hour of classroom instruction for every two hours of shop training. During the latter periods, the trainee provides technical assistance in solving shipboard engineering and gunnery problems.

DATC already offers nearly 50 courses of instruction. Here are some of the projects in which DATC trainees were involved last year:

- Testing new industrial products and techniques for possible Fleet use.
- Developing a three-week basic course in transistors.
- Attempting to solve Fleet-oriented problems dealing with expensive or unreliable equipment.

A tour at DATC also means a chance for personal development through education. The Limited Education Assistance Program (LEAP) was set up last year to provide basic instruction and individual coaching in English, math, science and the social sciences to otherwise-capable petty officers.

As of last spring, 51 DATC men were attending high school courses in order to obtain a fully accredited high school diploma. There were 28 others enrolled in local technically related college curricula for combined daytime-evening study, and another 21 attending evening college courses.

In fact, more than 250 DATC trainees have finished high school since the program began in December 1967, and more than 350 others have attended college as part of their regular daytime training. DATC schedules are tailored to include this outside instruction, which is not restricted to off-duty hours.

Application of the concept of continuing education is expected to provide the Fleet with considerably better trained, better motivated and more valuable petty officers, and thus benefit the Navy as well as the individual on active duty in the sea service.

If you want more information about DATC, contact the Career Counselor, Naval Development and Training Center, Naval Station, Box 106, San Diego, Calif. 92136.

\$20,000 and a Commission Are Included in Scientific Education Program at NESEP Colleges

How would you like a \$20,000 gift—and an ensign's commission too? They may be yours for the asking through NESEP.

If you qualify, you'll receive a full four-year college education, with the Navy paying all tuition while you continue to receive your regular base pay, BAQ and BAS for your present grade. Meanwhile, you'll be building up longevity for pay and retirement purposes and are eligible for normal advancement. When you graduate, you become an ensign in the Regular Navy.

College educations are expensive and becoming more so. In 1969 the average cost of tuition, fees, board and room for a four-year course in a public college was \$5152, according to the Office of Education of the Department of Health, Education and Welfare. In the same year, the average cost of four years in a private college was \$11,108. These costs do not include clothing, sundries and recreational expenses which vary widely among students. Inflation and expansion of population are expected to bring a 10 to 15 per cent increase in these costs by 1974, and 15 to 25 per cent by 1978.

If you're in the Navy Enlisted Scientific Education Program (NESEP), your tuition, pay and allowances

Career Information and Counseling School at NAS Moffett Field recently graduated first Junior Officer Orientation Course students for NAS Moffett Field units.



amount to \$20,000 for an unmarried PO3—or more than \$25,000 for a married PO2—every cent paid by the Navy.

An applicant for the program must be a PO3 or above on active duty, a U.S. citizen, a high school graduate or GED equivalent, and 20 to 23 years of age. (He may be older than 23 if he has some college credits—24 if he's had one year of college, 25 if he's had two years, and so on.) His GCT/ARI must be 115 or better.

If you're interested in a college education and an officer's commission, see ALL HANDS, July 1970, page 56, for more details on NESEP. The deadline for applications for the 1971 academic year is 1 October this year.

Don't let a \$20,000 bonanza pass you by.

Yearning for Learning? Take a Look At the Navy Scholarship Program

There are several ways to earn a formal education while in the Navy. One of them is through the Navy Scholarship Program, available to both officers and enlisted men.

The program permits individuals to compete for and accept financial assistance offered through fellowships, scholarships or grants for undergraduate and graduate studies in the fields of science, literature and education.

Enlisted personnel who apply for scholarships which will enable them to obtain a baccalaureate degree may be eligible for a commission through the Officer Candidate School.

For eligibility details and method of applying for the Navy Scholarship Program, refer to SecNav Inst 1500.4C.

BuPers Rating Control Gives Detailers Better Contacts With Men in the Fleet

Personalized service to the Fleet is the goal of recent procedural changes in the Bureau of Naval Personnel.

Application of the concept of rating control means that Navymen now may communicate directly with a rating controller in BuPers, on an informal, "for information only" basis. Official requests, of course, must still go through the chain of command.

Latest developments include:

- Form letter replies to informal requests are becoming increasingly rare. With a manager for each rating, more attention can be paid to considering and answering requests. And the manager is more aware of the needs and requirements of the particular rating.

- Replies are now addressed to the individual himself (via his commanding officer). If the request is approved, necessary command action is automatically requested; if not, there is a full explanation of the grounds for disapproval. Normally a request is answered within 10 days of its receipt.

NPGS GOES TO SEA ;

ALTHOUGH MOST STUDENTS at Monterey California's Naval Postgraduate School make do with their 130-acre campus, some still insist on going to sea.

The seagoing element is composed of professors and students in the Oceanography Department. Their research ranges from wave forecasting to profiling beaches and studying barnacles. Much of their work requires the use of a ship.

The school, of course, has a suitable vessel. It is a 63-foot hydrographic research boat which can be used for short trips on and near Monterey Bay. Some projects, however, require a ship capable of steaming farther from shore and also require oceanographic research facilities and an experienced crew.

Both USNS *Bartlett* (T AGOR 13) and USNS *De Steiguer* (T AGOR 12) fit this description and are in a ship pool used by Navy oceanographic labs on the west coast.

Bartlett, for example, was recently used by eight students of a marine sediments class and their professor. The students were working toward their master of science degree in oceanography and the object of their cruise was to obtain samples of the ocean bottom.

Mud, to most people, is uninteresting and certainly not worth hauling from the bottom of the ocean. To an oceanographer, however, mud from the seabed can tell secrets which can be of critical importance at a later date.

Samples taken from the bottom, for example, can provide an index of the depth to which a sunken ship or submarine will settle in bottom sediment.

This is called finding the bottom's sheer strength and was undertaken by a Naval Postgraduate School professor during the *Thresher* recovery operations, during which he took sheer strength test samples from a depth of 8000 feet.

During their cruise aboard *Bartlett*, the oceanographic students matched their instructor's work by extracting similar samples from a depth of 9000 feet where there are two tons of pressure per square inch.

To make a difficult job even more trying, *Bartlett* was pitching and rolling in the heavy seas and was nearly dead in the water.

Although the work was difficult, it was capably done and, when the last core of sediment was hauled aboard, *Bartlett* and her oceanographic students headed back toward Monterey Harbor.

Because of the heavy work done on board, *Bartlett's* cruise could hardly have been called a vacation and, because of the unruly seas, it could hardly have been termed pleasurable. Nevertheless, in addition to serving its scientific purpose, it also accomplished another objective.

When some naval officers come ashore, they are in danger of losing their carefully acquired sea legs. The oceanographers at Monterey's Naval Postgradu-

Education Via Long Distance at War College

ate School, however, clearly seem to be in no danger of losing theirs.

Officers who wish to broaden their professional qualifications for promotion may find much to interest them through the Naval War College Correspondence School.

The school offers nine graduate level courses which parallel to the extent possible the curricula of the two resident schools — Naval Warfare, and Naval Command and Staff.

The Command and Staff courses are: Military Planning, National and International Security Organization, Naval Operations, Command Logistics, and Military Management.

The Naval Warfare course includes successful completion of the Command and Staff courses and Counterinsurgency, International Relations, International Law and Strategic Planning.

The Correspondence School recommends that the courses be taken in the order listed above to complete an individual school curriculum.

Course groups comprise separate *package plans*. Students who complete the first group of courses earn a special diploma for the Correspondence Course of Naval Command and Staff. Students must complete all nine courses to receive a diploma for the Correspondence Course of Naval Warfare, but they are not required to take all the courses in either of the package plans if just one course is of special interest. In other words, a single course may be taken from either package.

Time required to work on the courses ranges from about 84 hours for the two installments of National and International Security, for example, to an estimated 306 hours for the six installments of the International Law Course.

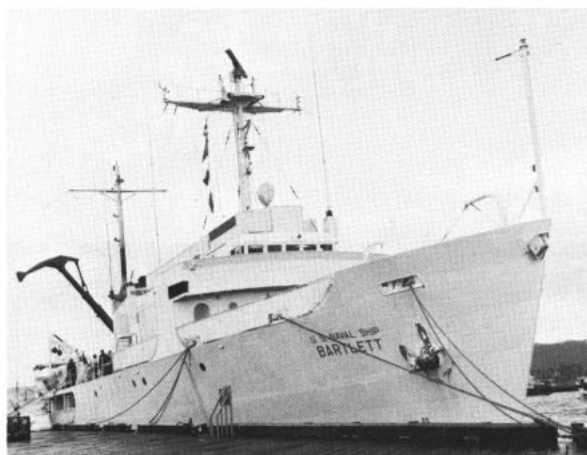
Considerable reading and research are involved. Lesson installments are submitted to the school faculty

for evaluation in the form of subjective responses. And, in keeping with the policy of the resident schools of the War College, there is never considered to be a single *correct* answer to problems posed by the courses. In this light, students are encouraged to originate new thought and ideas in any academic area in which they work.

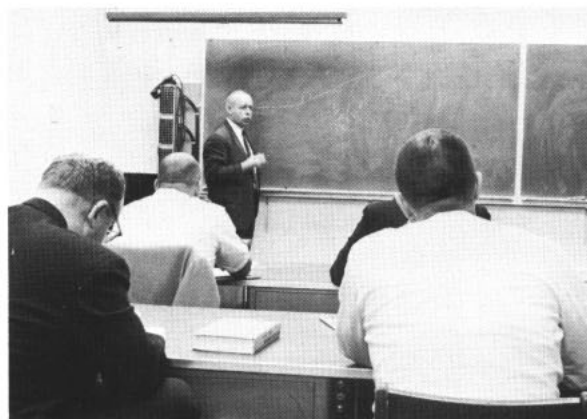
There is no time limit on completing a *package plan*. (Some officers work intermittently on the course packages over the years.)

Courses are available to officers in the grade of lieutenant or above, and to lower ranked officers with the granting of a waiver. In addition, certain qualified civilians from various government agencies may enroll in the school.

Requests for enrollment should be addressed to the Director, Correspondence School, Naval War College, Newport, R. I. 02840.



ABOVE: Equipment for taking samples of ocean bottom is loaded aboard USNS Bartlett (T AGOR 13) by winch. RIGHT: Crewmember (center) and two students prepare to lower core sampler over the side.



NPGS professor briefs class on ocean bottom sampling operation.

Three Periods Are Designated For Vietnam Campaign Stars

Many Navymen are eligible for another star for service in Vietnam after 2 Nov 1968.

Campaign stars are now authorized for: Vietnam Counteroffensive Operation Phase VI from 2 Nov 1968 to 22 Feb 1969, the Tet 69/Counteroffensive from 23 Feb 1969 to 8 Jun 1969 and for service (as yet unnamed) from 9 Jun 1969 to a date to be announced.

Commanding officers have been instructed in SecNav Inst 1650.1 series to make entries in records, when available; to issue letters to officers certifying eligibility; and to authorize the purchase and wearing of the stars.

When records are not available, Navymen who

served in Vietnam during any or all of the periods listed above may submit an affidavit concerning their service.

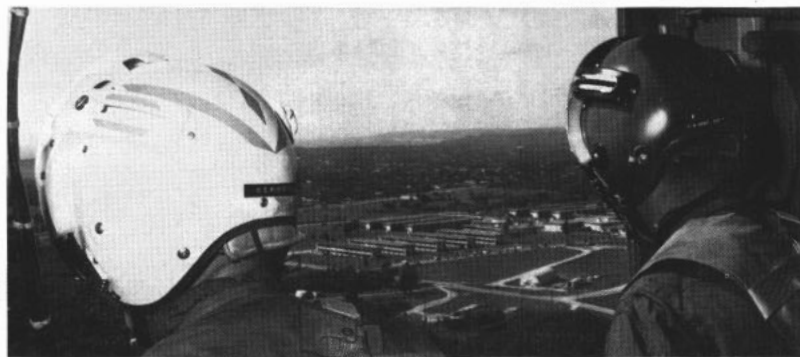
Computers Will Help Assure Smooth, Efficient Household Goods Movements

About 540,000 servicemen will move their household goods at government expense between May and September, according to estimates by Military Traffic Management and Terminal Service (MTMTS). Personal property shipments by all services reach a total of 1.1 million a year.

The Senior Noncommissioned Officers of the Army, Navy and Marine Corps and two Air Force representatives met with MTMTS officials last May to discuss the movement of household goods during the peak



Photos on the top row: Dr. Guth makes preliminary examination. (2) HM1 Kerr checks medical equipment. (3) The doctor keeps a constant watch over patient and equipment. (4) Equipment is loaded aboard the helo. (5) Two crewmen sit in door of helo as medical team is lifted to Andersen AFB.



summer months and its impact on the enlisted service member. Master Chief Petty Officer of the Navy Delbert D. Black represented Navy enlisted men at the two-hour meeting.

Among the topics discussed were:

- A comprehensive review of policies governing carrier service. The use of computers will enable MTMTS to enforce these policies as well as to evaluate carrier performance and to choose the means of transportation and carrier best suited to the needs of the individual service member.

- The apparent lack of communication between the Installation Transportation Officer and the serviceman who is having his goods shipped. To help bridge the gap, MTMTS plans to publish an "open letter" informing all servicemen of their rights and responsibilities

when they ship household goods at government expense.

About Those GI Bill Allowances . . .

You may have been somewhat confused by a typographical error in the article on increased GI Bill allowances in the June issue of ALL HANDS, page 45.

In the third paragraph from the end, a misplaced line of type made dependents' benefits unclear. Here's how that paragraph should read:

- For wives, widows and children receiving allowances under the dependents' educational assistance program, the new monthly rate for full-time students is \$175; three-quarter time students \$128; and half-time students \$81."

COUNTRY DOCTOR

navy style

THE COUNTRY DOCTOR with the little black bag and horse and buggy who traveled grueling miles in all kinds of weather, and braved other hardships to conduct a rural practice, has faded from the American scene. However, his modern-day counterpart can be found throughout the Pacific in the teams of Navy doctors and hospital corpsmen who respond to emergency calls at the Joint Search and Rescue Coordination Center, NAS Agana, Guam.

These medical teams practice throughout the two-and-one-half-million square miles of the Pacific Trust Territory and the Guam Search and Rescue sector.

Calls come into the center day and night — sometimes from ships far at sea which have no medical men on board, sometimes from tiny islands with names such as Lamotrek, Kapingamarangi, or Nukuoro; sometimes from Guam itself.

Most of these modern country doctors have never seen a horse and buggy. Their transportation is more sophisticated and is better suited to handle their special needs.

THE NAVAL AIR STATION maintains two UH-34 rescue helicopters, three HU-16 *Albatross* amphibian planes, and a speedy rescue boat. In addition, the

SAR center receives support from the 79th Aerospace Rescue and Recovery Squadron which has one of its C-130 rescue planes on 24-hour alert at Guam's Andersen AFB.

The photos on these pages illustrate a typical SAR mission conducted by both Navy and Air Force men working for the Joint Search and Rescue Coordination Center.

The Navy flight surgeon is Lieutenant David E. Guth.

Hospital Corpsman 1st Class Albert K. Kerr has flown more than 180 combat medical evacuation missions in Vietnam.

This mission was in response to an urgent request for medical air evacuation from the Trust Territory District Administrator in Palau. The patient, a 36-year-old native of Palau, was suffering from a respiratory failure.

DOCTOR GUTH and HM1 Kerr, responding to the medalert alarm at the NAS dispensary, rushed to the operations building and boarded the rescue helicopter piloted by Lieutenants (jg) R. E. Larson and J. M. Holladay. The helo crewmen were AME1 C. C. Pickering and ABH1 J. A. Sabo. (Photographer's Mate 3rd Class L. W. Murphy also was on board to take these pictures.)

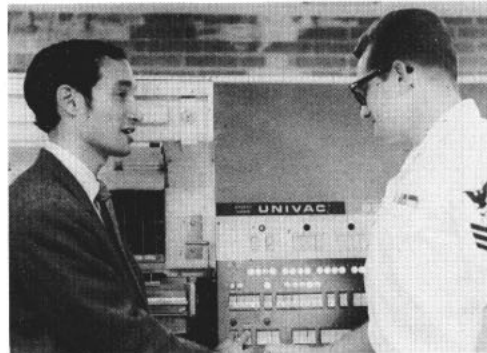
The chopper flew the medical team to Andersen AFB on the eastern end of Guam. There the team transferred to the Air Force C-130, piloted by Lieutenant Colonel W. J. Riley, Jr. The plane had been waiting with two engines turning.

Within five hours from the time the medalert had sounded, the patient from Palau was safely in the Naval Hospital at Guam.

The speed of this type of mission is in sharp contrast to the rounds made by the old-fashioned country doctor. However, the concern the modern-day country doctor shows for the safety and comfort of his patients is heartwarming in the old-fashioned sense.

—Story by LCDR R. F. Dressor

—Photos by PH3 L. W. Murphy



Left: Chief Torpedoman Duane L. Daugherty enjoys a chat with Wendy Wetzel between classes. Above: Computer pointers are given to YN1 Gary W. Evans by Brian Michaelson, Palomar instructor. Below: Chief Hospital Corpsman Allan W. Reed receives Navy Achievement Medal from Lt. Thomas C. Greaber, ADCOP Project Officer, during one of the monthly inspections.



JUNIOR COLLEGE DAYS NAVY-STYLE

ON FRIDAYS it might be easy to confuse the Palomar College snack bar with a Navy gedunk. Navymen in uniform are everywhere.

They're on duty—but not in the ordinary sense. The 81 career enlisted Navymen on campus are attending Palomar full-time at Navy expense under the Associate Degree Completion Program (ADCOP).

Fridays are uniform days for the ADCOP students. After muster at 0730, there's usually time for a quick cup of coffee in the snack bar before the eight o'clock class.

What's it like to be a Navy-sponsored student at Palomar? It's different, it's challenging—and, most students will agree, it's great duty.

Located about 40 miles north of San Diego, the two-year college is in the perfect climate belt of Southern California, between the Pacific beaches and Mount Palomar. Its excellent facilities include a large library and a planetarium.

With approval by the college counselor and ADCOP project officer, the students can choose among many fields of study—business, engineering, data processing, English, economics, math, political science, astronomy, physics and others.

Commissaries, exchanges and a naval hospital are available at nearby Camp Pendleton and NAS Miramar. ADCOP students receive their normal pay and

allowances, except pro pay. The Navy pays for tuition, fees and books.

Navymen in the program wear their uniforms once a week and have inspections once a month. They have no collateral military duties, since classes and studying are their primary duty.

But many of them still find time for extracurricular activities. Machinist's Mate 1st Class John P. Donnelly is president of the freshman class; Chief Musician Clarence E. Brown is student director of the college's touring choir; Chief Photographer's Mate Chuck Jackson and Chief Hospital Corpsman Joe M. Cosenza are members of the college speech team and have both placed in regional competition; and Machinist's Mate 1st Class John M. Kealy is vice president of the college honor society.

The group's academic standing is high. This spring, half of them made the dean's list—an honor which requires a B average or above.

Their concern both for education and for fellow servicemen is expressed in a tangible way. Every year, the Palomar ADCOP group gives a \$150 scholarship to a dependent of an active-duty or retired serviceman who is an outstanding student and who plans to transfer to a four-year college.

The men in ADCOP enjoy their schooling and profit from it—and the Navy benefits too. The program, like

any other educational effort, is designed to make them better leaders and more proficient in their jobs.

The Chief of Naval Operations set the standard: a chance to pursue an associate degree is "the objective for career enlisted personnel who are properly qualified and motivated to pursue such an education."

Five colleges are now in the program: Palomar; Southwestern College in Chula Vista, Calif.; Grossmont in El Cajon, Calif.; Pensacola, Fla., Junior College; and Del Mar College in Corpus Christi, Tex., featured in the April 1970 *ALL HANDS*.

The program is reserved for careerists. A Navyman who wants to enter it must be a petty officer 2nd class or higher, serving on his second or subsequent enlistment, and a U. S. citizen. He must also meet certain school and experience qualifications set up in the annual BuPers Notice 1510.

He applies through his CO to the Bureau of Naval Personnel. (A sample letter is enclosed in the notice mentioned above.) An ADCOP selection board in the bureau chooses the candidates each fiscal year. If an applicant is selected for the program, he extends his active duty for six years from the time he is transferred for junior college.

Then, after two years of school (or less, if he already had some college credits), he returns to Fleet or shore duty—a better educated man, worth more to the Navy and to himself. —Story by JOC Paul Vautier;

Photos by PHC Chuck Jackson
and JOC Paul Vautier

New Rating: Hull Maintenance Technician; SF and DC Ratings Will Be Disestablished

A new general rating — Hull Maintenance Technician (HT) — will be part of the rating structure effective 1 Jan 1972. Also on that date:

- ◆ Shipfitters and damage controlmen will become hull maintenance technicians.

- ◆ The SF and DC ratings will be disestablished.

Describing this change to the rating structure, a BuPers Notice 1440 series said the service ratings SFM (Shipfitter-Metalsmith) and SFP (Shipfitter-Pipefitter) have already been abolished, and that Navyman with these ratings were automatically assigned the general rating of SF.

Separate advancement examinations will continue to be administered to the SF and DC ratings through August 1971; exams for Hull Maintenance Technician will begin in February 1972. A change to the *Manual of Qualifications for Advancement* will detail the scope and requirements of the new rating.

HT strikers will be cross-trained in the older ratings, attending SF and DC class "A" schools for a total of 23 weeks. Limited cross-training is already being conducted at schools located at San Diego and San Francisco. Advanced training will take place at class "C" schools and vary in length from four to 34 weeks.

Damage controlmen are now eligible for shipfitter NECs and associated schools.

The merging of the SF and DC ratings is the result of an evaluation of the Navy's damage control pro-

gram and the high degree of similarity noted between the two ratings. The change should improve training, advancement opportunities and equitable sea/shore rotation, and provide petty officers who have broad backgrounds in ship repair and damage control.

If you have any ideas for a specialty mark for the new rating, submit your sketches to the Chief of Naval Personnel (Pers-Ge) by 30 Dec 1970. You should include a brief statement explaining the concept of submitted drawings.

FROM THE DESK OF MCPON (cont.)

possessing a demonstrated ability to speak clearly and to exercise sound judgment. A National Agency Check is required for all instructors.

If you're selected, you'll first be ordered to one of the Instructor Class C-1 schools located at Norfolk, Great Lakes or San Diego. Class "L" Leadership instruction is also included in the training. If you're interested, you should apply for this duty by indicating it as a choice of duty when you fill in your Seavey Rotation Data Card.

PERHAPS THE POSITION that has the most influence on young Navyman as they're just starting out is duty as a recruit company commander. For this reason, only men possessing the highest military and personal standards are selected to be company commanders. It should be looked upon as a challenge to become a company commander, and an honor when selected.

Company commanders must possess the traits of maturity, stability and common sense, as well as personal motivation for this assignment. Applicants must also meet high physical standards and demonstrate emotional stability. Again, leadership ability is essential, along with a clear record (as well as not having an evaluation mark below 3.4 in the last 36 months), the ability to speak clearly, the ability to work with others under supervision and being military in bearing and deportment.

As you can see by the general qualifications, petty officers selected for recruit company commander duty must be high quality individuals, as must be those selected for the other two types of duties I have mentioned.

Whether you're interested in serving as a recruiter, instructor or a recruit company commander, you'll find the assignment challenging, self-fulfilling and requiring great personal interest and motivation. It's the type of billet in which a senior petty officer should be proud to serve.

Such duty is beneficial to your future as well, for with the type of background these assignments provide, your employment opportunities are greatly increased when you've transferred to the Fleet Reserve or you've retired. The training and experience you receive—both formal training as well as the experience of working with and teaching people—are invaluable and are assets to anyone's career.

Exchange Officers Will Book Navy Families Into Expanding Chain of Navy Lodges

THE TEMPORARY LODGING program is expanding. More than 750 modern, low-cost, motel-type accommodations are now available at 33 commands in the United States and overseas.

In general, the lodges are available as temporary accommodations for Navy families moving under permanent change of station orders, while awaiting assignment to Navy housing or the arrival of household effects, or while locating permanent civilian housing.

Reservations for the temporary accommodations may be made in advance. A Navyman with PCS orders to a sea or shore command in the vicinity of one of the lodge sites may submit an application to the activity Navy Exchange Officer, giving the following information:

- Name, rate or rank, and serial number.
- Number of units being requested.
- Reservation dates.
- Number in the family.
- Duty station to which ordered.
- Intermediate duty station address or leave address to which confirmation of reservation may be mailed.
- Present address.

Navy Exchange Officers will inform applicants whether accommodations will be available on the dates requested, and will advise them of the prices and types of accommodations that may be furnished.

IN ADDITION TO the present units, approximately 900 units have been planned for construction during fiscal year 1971. Thereafter, about 200 units are scheduled to be built each year until requirements have been satisfied.

As of mid-May, temporary lodgings were featured at these activities (numbers of units appear in parentheses):

NAVAL STATIONS

Adak, Alaska (4)	Mayport, Fla. (19)
Argentia, Newfoundland (35)	Midway Island (6)
Charleston, S. C. (12)	San Juan, P. R. (103)
Guantanamo Bay, Cuba (35)	Subic Bay, R. P. (20)
Keflavik, Iceland (19)	Treasure Island, Calif. (2)
Kodiak, Alaska (10)	Washington, D. C. (50)

NAVAL AIR STATIONS

Alameda, Calif. (44)	Memphis, Tenn. (18)
Brunswick, Ga. (8)	Moffett Field, Calif. (24)
Cecil Field, Fla. (8)	Pensacola, Fla. (8)
Chase Field, Tex. (6)	Point Mugu, Calif. (12)
Corpus Christi, Tex. (19)	Quonset Point, R. I. (17)
Jacksonville, Fla. (18)	Whiting Field, Fla. (9)
Lakehurst, N. J. (10)	

NAVAL TRAINING CENTERS

Bainbridge, Md. (29)	Orlando, Fla. (22)
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FLEET ACTIVITIES

Yokohama, Japan (Det.) (97)	Yokosuka, Japan (80)
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ALSO:

Naval Air Facility, El Centro, Calif. (7)	Naval Hospital, Philadelphia, Pa. (6)
Naval Auxiliary Air Station, Fallon, Nev. (3)	Naval Support Activity, New Orleans (4)



Government Will Pay Moving Expenses When Quarters Not Available at Outset

If you're waiting for governmental housing at your new duty station, a recent instruction (OpNavInst 4050.2) may save you some money.

Joint Travel Regulations provides that a serviceman is entitled to the transportation and storage of household goods for "involuntary moves directed by proper authority." But what if you move into a private residence because of the nonavailability of government quarters for immediate occupancy? If you are later assigned government housing, must you pay the costs for moving your household goods?

The new instruction says no. If you place your name on a housing waiting list when you report aboard, and are later assigned government quarters, the move will be made at government expense.

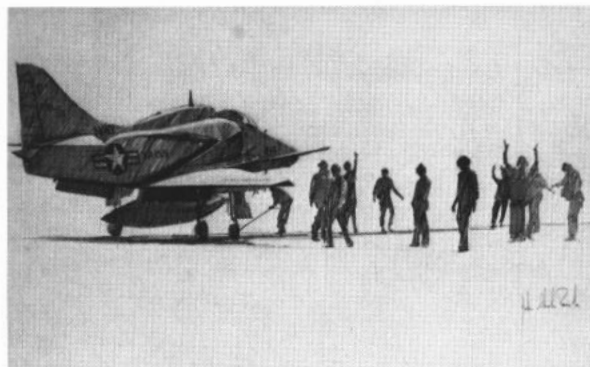
Dependency and Indemnity Compensation Increased for Many Surviving Children

Congress recently increased the dependency and indemnity compensation (DIC) paid to children of servicemen who die from service-connected disease or injury.

When there is no widow entitled to receive the compensation, the monthly rates are now \$88 for one child, \$127 for two and \$164 for three children. An extra \$32 is added for each child in excess of three.

Monthly supplementary DIC payments have been increased from \$29 to \$32 for children under 18 who are permanently disabled and incapable of self-support. Benefits for children above 18 were increased from \$80 to \$88 per month.

The law also made some children in the process of



Navy Combat Artist Journalist 2nd Class John C. Roach, USN.

adoption eligible for dependency and indemnity compensation.

Under the new law, a child is considered to be eligible for DIC if an interlocutory (intermediate) decree was filed before the serviceman's death. Heretofore, the adoption decree had to be final before the child was entitled to the compensation.

Caution: Motorcycle Accidents Are On Increase; Fatalities 17 Times Greater

Twenty-four Navymen were killed in motorcycle accidents during the first four months of 1970, a three-fold increase over the same period last year. If the trend continues, as many as 150 Navy cyclists will be killed in bike accidents this year.

In a message to ships and stations, the Chief of Naval Operations cites studies by the National Safety Council which show that the chance of being fatally injured is 17 times greater in a motorcycle accident than in an automobile accident.

A collision that results in a dented fender on your car could mean a fractured skull for a motorcyclist.

Here are some tips on motorcycle safety from the Navy Safety Center:

- Wear protective clothing, including a helmet which meets accepted safety standards (the manufacturer will have labeled it if it does). A good helmet will help protect you against head injuries — the commonest cause of motorcycle deaths. But remember that a helmet is worthless unless you keep the chin strap fastened.

- Goggles and heavy clothing will shield your eyes and body from abrasions.

- To increase your visibility, drive with your headlights on at all times.

- Reflective tape on your helmet and jacket will improve your chances of being seen at night by other motorists.

A Tip From the National Safety Council: Don't Give Up the Boat

Even Navymen sometimes swamp their boats. But if you stay calm, and don't leave the boat, you're likely to emerge from the water with nothing worse than a good drenching.

Here's what to do if your boat is overturned or swamped, according to the National Safety Council:

- The most important thing to remember is (we repeat) *stay with the boat*. Even if the hull is ruptured, it probably won't sink, and rescuers will have a much easier time spotting a boat in the water than lone swimmers.

- If you're not alone, try clasping hands across the overturned hull to keep yourselves afloat. It's also not too difficult to right a small boat or canoe: push down on the near side with your hands and feet, and grab the opposite gunwale as it rises.

- You can sometimes rock the water out of a swamped boat. Grip the transom with arms flexed and knees drawn up; a sudden kick and shove will cause

a swell of water over the stern, if your timing is good.

- The safest way to get back in a righted boat is over the transom, though you can board over the gunwale if necessary. Lunge down in the water, give a strong kick and pull yourself upward until the top half of your body is in the boat. Then just roll over. If you're boarding over the gunwale, lean back to keep the boat from tipping.

- A good swimmer can push a small boat to shore. Get a good grip on the transom and start kicking; you can steer by swinging your body. Progress is slow, but it's considerably safer than leaving the boat and trying to make it on your own.

Nylon is Nice to Work With—Until It Stretches to the Breaking Point

Any boatswain's mate will tell you: a snapped nylon line is worse than a cat-o'-nine-tails. At the breaking point, nylon may be extended to 1½ times its original length. The terrific backlash can kill or maim deckhands and bystanders alike.

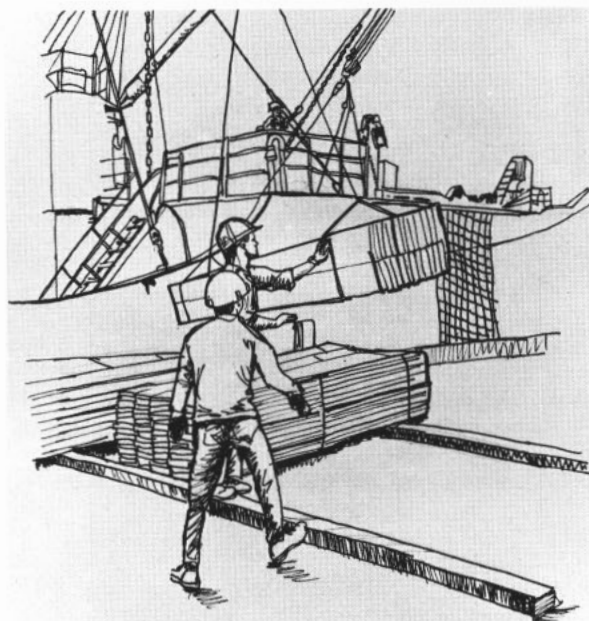
A few tips from Naval Material Command's *Safety Review* may help keep you safe when you're handling nylon line:

- Don't stand in the direct line of pull.

- Don't use line that's too small for the job. Go up a couple of sizes or double the line, if you're getting 35 to 40 per cent stretch.

- Don't use nylon with wire rope, manila or any other kind of line: most of the load will be taken by the latter.

One way to tell when the safe stretching point has been reached is to attach a 40-inch length of cord to two points on the line 30 inches apart. Let this loop hang free. When the cord becomes taut, you've reached the safe working limit.



Navymen offload cargo. Drawing by Seaman Ed Orr.

GIFTS FROM OVERSEAS

Pointers for Navymen Courtesy of U.S. Customs

NAVYMEN WHO make overseas purchases and send them home as gifts or bring them home before their foreign tour is officially completed should know something about how U. S. customs officials will view their goodies when they arrive in the U. S.

Most who buy and use their foreign purchases before bringing them home after their extended duty tour needn't worry. Such items, with a few exceptions, enter the United States as household or personal goods not subject to duty.

There are, however, some restrictions governing Navymen and their dependents returning from overseas. Cigar lovers, for example, may bring no more than 100 stogies into the country without paying duty and, if you are bringing in alcoholic beverages, you must limit the quantity to 128 fluid ounces (one wine gallon). Three quarts of this must be of U. S. manufacture. Quantities in excess of these amounts are subject to duty and tax. Also remember that alcoholic beverages are subject to laws of the state in which they arrive.

Those who feel inclined to buy and use a foreign-made car during their overseas tour must pay duty on its value at 4.5 per cent. Government regulations also require that the car's undercarriage be clean and that autos manufactured after 1 Jan 1968 conform to Federal safety standards.

In addition to the ad valorem duty, there may be a seven per cent manufacturer's excise tax imposed on all new and used cars entering the United States. This tax is assessed and collected by the Internal Revenue Service.

IN CASE YOU WANT to send gifts to friends and relatives before completing your overseas tour, items valued at \$10 or less in the country of purchase may enter free provided the recipient receives only one gift a day. Alcoholic beverages, cigars and cigarettes, and perfume (containing alcohol) valued at more than \$1 are excluded from the \$10 gift parcel provision.

Each package must be clearly marked "unsolicited gift enclosed" and the value must be indicated on the package.

If you carry the gift into the country as you return, you declare it but the gift may be included in your exemption. In other words, all merchandise must be

declared, including merchandise you are bringing in as gifts.

Navymen serving in combat zones may send gifts back home valued at \$50 in the country which sold. There are, however, several kinks in the rules and you would do well to check first with postal authorities concerning customs regulations.

UNITED STATES CUSTOMS may deny or delay the entry of some items because of their possible danger to domestic plants, animals, to community health or other reasons.

Narcotics, of course, may not be brought into the United States. Animals and plants may be kept in quarantine or otherwise delayed until legal requirements are met.

Restricted articles include:

- Dogs, cats, monkeys, psittacine (parrot-like) birds, fish and wildlife.
- Fruits, vegetables, plants and plant products.
- Gold coins minted after 1933 and gold medals; gold coin jewelry (but not gold jewelry).
- Medicinal drugs, poisons, hazardous substances.
- Livestock and meats; poultry and poultry products.

•Trademarked articles acquired abroad.

Prohibited articles include: Firearms and ammunition except that which was taken out of the United States, in which case it may be brought back by the owner or in his accompanied baggage.

Not more than three long guns (rifles or shotguns) of a sporting type and 1000 rounds of ammunition acquired abroad may be imported by Navymen without a permit.

The Department of Defense and the Post Office Department prohibit acceptance by military post offices of war trophy firearms for shipment through the postal system.

Pistols, revolvers and other firearms capable of being concealed on the person, and all types of ammunition, are prohibited by law from being shipped in the mails.

Other prohibited items include: lottery tickets, narcotics, obscene material, printed matter advocating treason or insurrection against the United States, switchblade knives, wild bird feathers, skin and articles made therefrom.

Articles originating in Cuba, North Korea, North Vietnam and articles from Southern Rhodesia (except publications and educational materials) are prohibited.

ALMOST EVERYONE remembers when goods of Chinese origin were not permitted entry into the United States. Even Chinese type goods had to have a certificate of origin.

These regulations have now been relaxed so that servicemen may bring Chinese items into the country provided they are for personal use or to be given as gifts. Entry for commercial use or for resale is still prohibited.

Navymen who buy art and antiques overseas for

shipment home will find that the rules have been changed recently on these items.

Almost any kind of painting, water color, lithograph or other visual art may enter the United States free of duty so long as it was executed by hand.

If the art is antique, or if any other object being sent home is antique, it may also enter the United States duty free.

The definition of antique has been simplified to include all items at least 100 years old except ethnographic objects executed in traditional aboriginal style. These need be only 50 years old to qualify as antiques.

LIKE OTHER IMPORTS, antiques must be intended for the serviceman's own use (or that of his dependents) — not for commercial use or resale.

Customs officials suggest that servicemen buy antiques from reliable dealers who can certify the age of the item entering the United States. It isn't pleasant to find your prized antique was manufactured only a few days before you purchased it and that you will have to pay duty on it if it enters the United States.

Customs officials also suggest that you watch out for antiques which have been repaired because a substantial amount of new material which was incorporated into an antique within the past three years is dutiable.

The Customs Service says it is always willing to

give advice to servicemen who ship things from overseas stations to the United States. Navy men wanting information on customs fees and procedures can receive it by writing to the customs office nearest the intended destination of purchase. There is a U. S. Customs office in almost every major port city of the United States.

Early Outs Continue; Summer Turnover Includes 6-Month Outs for Seabees

The three-month early-out program has been extended into its fourth phase, including all enlisted Navy men scheduled to leave the service this year. As in previous phases, the early releases are designed to help the Navy meet its reduced budget for fiscal year 1971.

Except in certain special cases, Navy men who were scheduled to leave active service in October, November or December this year are being released in July, August and September, respectively.

Seabees are eligible for separation six months early if their present EAOS is slated for January, February or March 1971.

Otherwise, the ground rules for this phase are basically the same as those for the early outs reported in *ALL HANDS*, October 1969 and June 1970.

Navy men, Regular or Reserve, whose active duty is scheduled to end in the last three months of this

GRAND OLD LADY of the Pacific Fleet Cruiser-Destroyer Force USS *Dixie* (AD 14), the Navy's oldest destroyer tender, serves as "mother hen" to a brood of destroyers returning from overseas duty.



year are eligible for the early outs *unless* they are in one of the following ineligible categories:

- Willing to stay in. Any Navyman eligible for reenlistment who wants to continue his naval career will be allowed to remain in service.

- Eligible for release in October, November or December under some other early-release program—to attend college, for example.

- Currently attached to units of the 6th or 7th Fleets or the Middle East Force. However, these men will be released within 30 days of their unit's return from deployment.

- In a medical or disciplinary status. These men will be separated as soon as their treatment or disciplinary action is completed. In disciplinary cases, completing the action may include making up lost time.

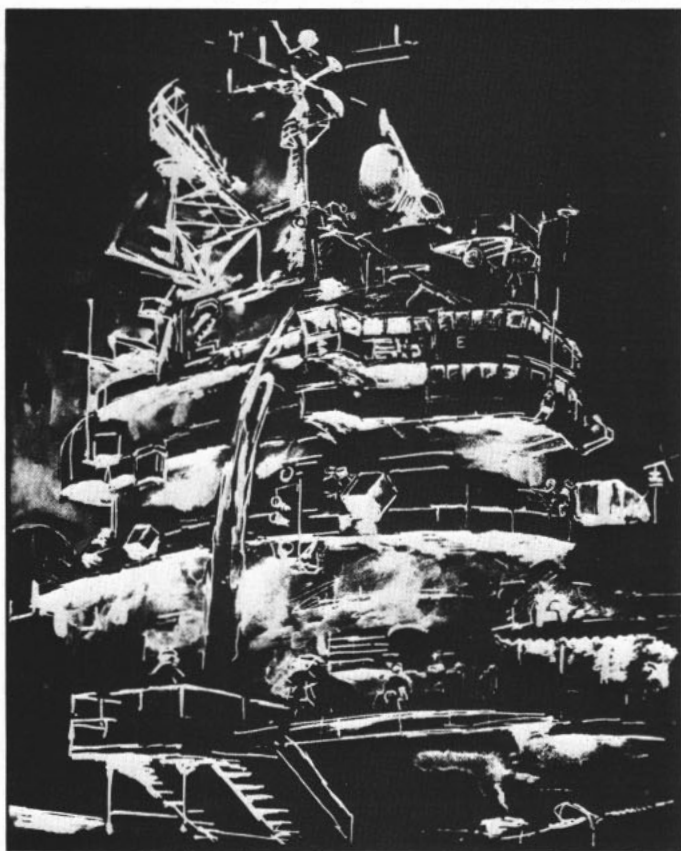
- Serving in-country in Vietnam or on non-rotating ships. (Separate early-out programs are in effect for men returning from RVN tours.)

- Scheduled for transfer to the Fleet Reserve or Retired List.

- Reservists undergoing active duty for training.

- Aliens who do not have a Reserve obligation who want to qualify for U.S. citizenship by completing three years of active military service. (Those who have a Reserve obligation may fulfill the requirements in either active or inactive duty.)

Sketch of aircraft carrier superstructure by artist Paul Ortlip, for NACAL (Navy Art Cooperation and Liaison program).



- Men who want to complete 18 months of active service to qualify for full VA benefits.

If you're not in any of these categories and your EAOS is this year, see your personnel officer. Barring an op-hold, you rate an early out.

If, on the other hand, you like it on the inside and can qualify for reenlistment, the Navy will be glad to have you.

Navy Experiments in Skysnatching Rescues Of Pilots With Volunteer Parachutists

THE IDEA OF RESCUING a downed aviator before he reaches the ground has been a challenge practically since the beginning of flight by man — and every few years it comes closer to reality.

Until recently, the Fulton Skyhook was the only advanced concept of aerial retrieval and it is still the only usable method.

To be effective, however, the flyer must first touch the ground and have a rescue aircraft drop a package containing, among other things, a deflated balloon.

After the aviator attaches himself to the pickup line secured to the balloon, he uses a gas cylinder to inflate the balloon which soars aloft to be snared by the rescue aircraft which reels in the downed man.

The system has several drawbacks, however. In combat, it exposes the aviator to enemy fire and possible capture while he is awaiting the pickup plane.

Also, the large transport-type rescue aircraft required for the pickup is especially vulnerable to ground fire.

Fairly open terrain is also needed for the rescue, thereby increasing the chances of the aviator being shot or captured.

A STUDY OF RESCUES and attempted rescues in Vietnam has concluded that aviators shouldn't be permitted to touch down in hostile territory — particularly in or near a target area.

Inasmuch as the Fulton Skyhook doesn't fill this requirement, the Naval Air Systems Command and the Air Force have devised several experiments for testing human tolerance to severe environments as well as physical and mental shocks.

The tests, which are expected to determine the feasibility of skysnatching, will be conducted the last half of this year at the Naval Aerospace Recovery Facility at El Centro, Calif. They will use Navy volunteer parachutists who will be ejected from an aircraft and snared in the sky by a fast combat aircraft which will hook either an accessory parachute or a balloon.

The parachutists will then be towed out of the "hostile fire area" and reeled into a cargo aircraft.

Although human volunteers will be used in the tests, the first 15 of approximately 30 studies will involve only dummies to confirm the results of human endurance tests made years ago by the Air Force.

These tests demonstrated that a person in good health could withstand rapid acceleration and deceleration to and from speeds of 600 miles an hour. The

Available to Ships, Stations (and You): Copies of Naval Art in Full Color

After seeing the paintings and drawings in the picture story entitled "The Artist Depicts Naval History," appearing on pages 10-15, you may be interested in getting large size copies of your own.

You can dress up a blank bulkhead in your office or messdecks—or complete the decor of your den at home—with full-color prints of the pictures of great moments in naval history and historical Navy uniforms reproduced on those pages.

The prints are available through the supply system for official use—such as display in offices, shipboard libraries, the wardroom, or anywhere else you think they'd look good. And for your personal decorating, you may buy them from the Government Printing Office.

The full-color lithographs measure 16 by 20 inches and are suitable for framing. They come in three sets:

- "Our Navy in Action," 12 prints depicting highlights of U. S. Navy history from the Revolutionary War through World War I.

- "Uniforms of the U. S. Navy, 1776-1898," 12 prints showing officer and enlisted uniforms, en-

closed in a portfolio along with a booklet providing historical background on the uniforms shown.

- "Uniforms of the U. S. Navy, 1900-1967," 12 prints depicting officer and enlisted uniforms, also with a historical booklet.

Official orders through the supply system may be made on an ordinary DD 1348 requisition form. Stock numbers are: "Our Navy in Action," 0584-900-0025; "Uniforms of the U. S. Navy, 1776-1898," 0584-900-0000; and "Uniforms of the U. S. Navy, 1900-1967," 0584-900-0001. The prints are stocked at the Naval Publications and Forms Center, Philadelphia.

Your personal orders may be sent to Superintendent of Documents, Government Printing Office, Washington, D. C. 20402, enclosing a check or money order for the amount listed below.

Prices and GPO catalog numbers for personal orders are: "Our Navy in Action," \$2.50, D 207.10/2: N 22; "Uniforms of the U. S. Navy, 1776-1898," \$3.50, D 207.10/2: Un 3; and "Uniforms of the U. S. Navy, 1900-1967," \$3.50, D 207.10/2: Un 3/900-967.

tests were, however, conducted by using a rocket sled traveling on rails along the ground.

This year's air tests using dummies and volunteer parachutists will establish whether a man can safely withstand the wind blast, cold and severe jolts to which he would be subjected in an aerial situation.

EVEN IF SNATCHING an aviator from the sky proves to be a completely successful method of rescue, it is expected to be only an interim measure.

The ultimate plan calls for aircraft to be equipped with ejection seats which can become small, self-propelled vehicles capable of flying about 50 miles.

Various types of airborne ejection seats have been proposed, using fixed wing, rotary wing and gliding concepts.

A test model using the rotary wing concept has a small drogue parachute which is released when the pilot ejects. The chute pulls out the rotary wings which are powered by a small turbojet engine behind the seat.

A fixed wing flying model virtually makes the ejection seat an aircraft within an aircraft.

A parachute released upon ejection pulls a tail section and wings from the seat and activates a mechanism that extends a nose in front of the flyer. A turbofan engine under the seat powers the plane to safety.

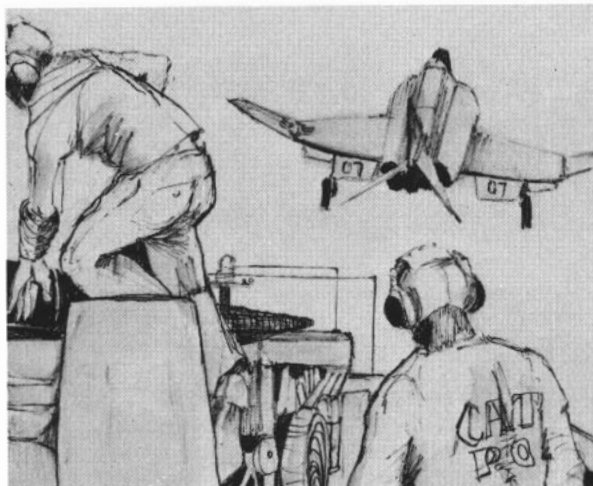
The glider concept which has been proposed uses an inflatable, kite-like lifting wing and a small turbine engine behind the seat for power.

All these systems would carry the aviator about 50

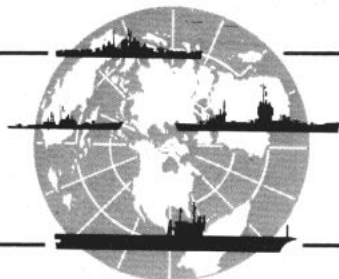
miles. When the flying ejection seat expends its power, the flyer would have to parachute to the ground, presumably at a safe distance from the maximum danger area.

All the escape vehicles are being designed to fit into the cockpit spaces of several of the most widely used combat aircraft without major airframe modifications.

Launch of an F-4B Phantom is completed and the catapult crew moves on to flight deck to position the next aircraft. Sketch by SN D. T. Brontsema, USN.



Letters to the Editor



Ribbons and Stars

SIR: Recently I noticed a shipmate wearing the Vietnam Service ribbon without a star. I'd always thought that you earned one star at the same time you earned the medal.

But I've also been told that this is contrary to the normal practice (as exemplified by the Good Conduct Medal, for instance) and that you don't rate a star until your second campaign.

Which is correct?—PN2 M. L. M., USN.

• As long as you earn the Vietnam Service Medal during a designated campaign, you rate a bronze star with it. Here's the difference in the two cases you mention:

Stars are worn on the Good Conduct Medal (and on other medals like the Armed Forces Expeditionary Medal) for subsequent awards of the medal itself. In this case, a medal with a star is the equivalent of two medals.

But the Vietnam Service Medal can only be earned once. The stars here are not for subsequent awards, but for campaigns in which the medal is earned. So you rate a star for every campaign in which you participate, including the first.—ED.

Good Conduct Pay in Old Navy

SIR: Some of us remember when there was extra pay for gold hashmarks—maybe back in the 40s. Can you give us the date?—LCDR J. R. M., USN.

• We suspect your memory of gold hashmark pay must be derived from reading history and not from personal experience for the most recent provision made for such remuneration seems to have been enacted back in 1908.

A pay act for that year provided

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

that servicemen entitled to wear the Good Conduct Medal should also be entitled to extra compensation. That provision, however, was dropped from the next pay act which was passed in 1922.

On the other hand, you may be thinking of the extra pay awarded for decorations which became effective on 7 Aug 1942. The law at that time provided \$2 per month for medals and crosses awarded for a distinguished act or service.

This type of compensation was continued until 1 Oct 1949.—ED.

Site Determines VRB Taxability

SIR: I shipped over last year before receiving orders to Vietnam, but I will receive two VRB installments while I'm serving in a combat zone. Are these payments tax-free?—MM2 R. J. M., USN.

• Sorry, they're not. The Internal Revenue Service has ruled that tax exemptions in such cases are determined by location at the time of reenlistment.

If you had reenlisted in the combat zone, all your VRB payments would be tax-free, regardless of where you are located when they are received.

But since the reenlistment occurred in a month during which you did not serve in a combat zone, the initial reenlistment bonus payment and all subsequent VRB installments even if received in Vietnam, are taxable.—ED.

Caution: Gas Cylinder

SIR: Men from my ship's supply division are telling a story I find hard to believe. They say they saw a CO2 bottle (50-pound size, fully charged), with the valve broken off, soar from our ship over the harbor and outer mole—a distance of well over 1200 feet.

I say they're wrong. Granted, a broken head on a pressurized bottle with 1800 pounds of pressure inside will make the bottle travel some distance—but 1200 feet?

Considering the size and weight of the bottle, can you tell me whether it is possible for it to have traveled as far as the supply types claim? Have any tests been run on this kind of thing?—DC3 J. A. M., USN.

• Your shipmates' story may very well be true. If it is, it provides another example of why compressed gas cylinders should be handled with the same care as rockets or bombs.

Safety experts in the Navy Department inform us that only incidents involving injuries or fatalities—or near misses—are entered in official records, so they can't vouch for the truth of your friends' story. But they do say that it isn't beyond the realm of belief.

One of the experts in NAVSHIPS recalled two experiences of his own with broken CO2 bottles:

A bottle with a broken valve traveled 30 feet, broke through a plaster-and-lath partition, went another 30 feet, pierced a second partition, and was finally stopped after 60 feet more.

Another CO2 cylinder fell from a truck, shearing the valve off. The tank skated for 200 yards on the pavement, then stopped after it entered a panel truck.

He pointed out that a tank can travel farther and faster when the

valve is broken completely off than when it's just damaged. This can happen when the protective guard isn't in place firmly, or, of course, if it's left off.

Thanks to the interest generated by your letter, the Navy Safety Center and Naval Material Command are gathering information for use in a future ALL HANDS article on compressed gas safety.

In the meantime, all Navy men who work with cylinders of CO₂ or any other compressed gas should remember the basic safety precautions for them: handle with care, keep the protective guard over the valve, and anchor the bottle firmly to keep it from falling over.

When improper handling damages the bottle or valve, the tank becomes a bomb—or a rocket. When that happens, it can kill you.—Ed.

Sister Ships Don't Look Alike

SIR: To answer an argument, I would like to know if the three aircraft carriers originally considered in the Midway class—uss Midway (CVA 41), uss Franklin D. Roosevelt (CVA 42) and uss Coral Sea (CVA 43)—still belong to that class. If they do not, what modifications caused changes of class and to what classes do they belong now?—EN2 D. C. K., USN.

• All three carriers are still officially considered Midway class, but they vary in configuration.

These carriers were the largest U. S. carriers laid down during World War II. They were built to the same design with a standard displacement of 45,000 tons and an over-all length of 968 feet. Midway and Franklin D. Roosevelt were commissioned in late 1945, Coral Sea two years later. They have been extensively modified since their launchings.

All three received conversion packages in the 1950s which gave them angled flight decks, steam catapults, enclosed hurricane bows, new electronic systems and new lift arrangements.

Midway began another modernization in 1966 and was recommissioned 31 Jan 1970 with new catapults, lifts and electronics. Her flight deck was lengthened more than 25 feet so she



OLD SALT—Cutting the 25th anniversary cake of USS Rowan (DD 782) are from left, SMC Jesse J. Lozano, oldest on board, CDR Forrest R. Johns, Rowan's CO, and FA Alfred Cooper, the youngest sailor on board.

could handle newer and heavier aircraft.

The present configurations of the three carriers vary considerably. Franklin D. Roosevelt has a forward sponson arrangement lacking in the more updated Coral Sea and Midway. Since her recent modernization, Midway resembles Coral Sea in lift arrangement, but has a wider flight deck and retains her tripod mast structure rather than the pylon masts of her sister ships.—Ed.

Is Advancement Quota Fair?

SIR: I have read numerous articles on the determining factors for advancement and I am still confused.

In 14 years, I have not failed a Navy-wide examination, but I still haven't advanced past pay grade E-6. I have been "PNA" or "quoted" six times for first class and three times for chief.

What methods are used to determine who is actually advanced to a given rate?—IC1 K. W. R., USN.

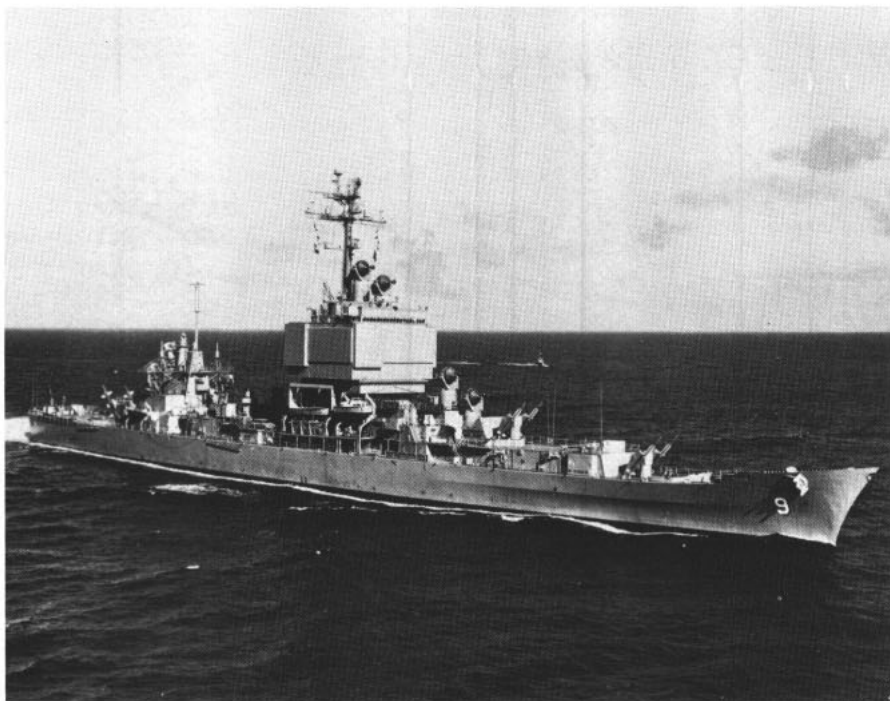
• The selection of candidates for advancement is determined by a final multiple score given to each man who competes in the Navy-wide exams. This final multiple is composed of five factors: examina-

tion score, performance, time in service, time in pay grade and medals and awards. (The March 1970 issue of ALL HANDS carried a full explanation of how this multiple is computed.)

As for the quota system, the BuPers Advancement Section provided this explanation:

The authorized strength of the Navy and budgetary limits impose a ceiling on the number of petty officers, both as a total and within individual rates and pay grades. If 50 men pass the exam for ICC, for example, and the Navy needs only 25 new chiefs in this rating to fill the authorized billets, the 25 men with the highest final multiples—not necessarily the highest exam scores—would be advanced and the other 25 would be "quoted."

The undesirable effects of having to place quota limitations on advancement are recognized, since this often creates a feeling of stagnation in career-motivated men. However, the Navy advancement system, as it exists today, has won widespread acclaim for the equitable and impartial advancement opportunity extended to Navy men. Such acclaim necessarily includes recognition of the fact that the system is responsive to authorized manpower levels.—Ed.



The sleek USS Long Beach (CGN 9) puts her bow into calm waters.

The PO1 Uniform

SIR: What is the latest word on the proposed new uniform for E-6s and below?—YN1 W. H. H., USN.

• You seem to have two new uniforms confused.

The new working uniform for all enlisted men below CPO has not only been proposed, but approved, and is now in the process of being manufactured and stocked. It will be issued to recruits and on sale in Clothing and Small Stores to everyone from seaman recruit to first class PO as soon as the supply system has enough on hand—probably early in 1971. Dungarees will be phased out over the next few years. For a picture and description of this uniform, see the January 1970 ALL HANDS.

However, we assume that what you had in mind was the proposed dress blue chief-style uniform for 1st class petty officers only. This one has not been approved at this writing. If and when it is, it will take over a year to manufacture and stock—provided the money is available.

The proposed uniform is being wear-tested by selected PO1s at Norfolk, Great Lakes, San Francisco, San Diego, Long Beach and BuPers. To

date, most reactions to it have been favorable. However, funds for making the uniform must be requested from the Department of Defense, and so far the money hasn't been approved.

If the uniform and the expense of manufacturing it are okayed, the new suit will be for PO1s to wear for inspections, quarterdeck watches and liberty only, according to the Navy Uniform Board.

In the meantime, the dress blue uniform for PO1s and below is still the jumper and bell-bottoms.—ED.

Fastest Pay Check in the East?

SIR: The disbursing clerks of U. S. Naval Cargo Handling Battalion One, Williamsburg, Va., did a lot of overtime work so that retroactive pay checks could be in the hands of the battalion's Navymen the day after President Nixon signed the pay bill.

We doubt that anyone beat our speed, but did anybody equal it?—LT. D. E. P., USN.

• You may have the fastest pay check in the east but we have no way of knowing if you set a record.

We feel certain that, if anybody beat your time, you will hear about it. Other possible contenders, not-

withstanding, you deserve congratulations and the thanks of your cargo handlers.—ED.

The Yeoman and the Boatswain

SIR: In the Taffrail Talk section of your December 1969 issue, you discussed the histories of various ratings. Among others, boatswain's mates were specifically mentioned as being the oldest and saltiest.

I believe, however, that the title "yeoman" may have been applied to men doing administrative work even longer than boatswain's mate has been used on the deck.

Even before the U. S. Navy existed, a yeoman was a ship's paperworker. Would ALL HANDS care to comment?—YN2 T. P. C., USN.

• You are right, the yeoman rating is both old and honorable, but arguing which came first is almost as fruitful as determining the precedence of the chicken and the egg.

There were Yeomen of the Gunroom in 1797, Gunner's Yeomen in 1798, Boatswain's Yeomen and Carpenter Yeomen in 1799. Paymaster's Yeomen and Ship's Yeomen were established in 1888.

The yeoman rating as we know it today was established in 1885. The boatswain mate's rating, on the other hand, was established in 1797.

As you said, before the U. S. Navy was, yeomen were. The British Navy had them when Americans were still called colonists. Yeomen have been around for a long time, but with regard to the respective duties, so have boatswain's mates. Which came first? It may be a tossup. In any event, we know of no records which could pinpoint the answer.—ED.

The Army Has Boats, But . . .

SIR: I am a Navy recruiter. An Army recruiter just around the corner says the Army has a much greater number of small boats than the Navy, including both peacetime forces and the forces operating in Vietnam.

I wonder if you could give us the vital statistics on the small boats of both services.—EMC C. H. H., USN.

• Your friend is mistaken. The Army does have quite a number of

small craft—somewhat more than 2500. But the Navy has about 8500.

By official tabulation, the Navy has 1546 service craft which have been designated as types—YTB, APL, YTL and so on through 56 classifications. Small boats such as torpedo retrievers, motor whaleboats, admirals' barges and the like aren't yet listed in the inventories of the Chief of Naval Operations because they're accountable to fleet, force and type commanders; but OpNav's educated guess is that there are around 7000 of them.

The Army's total of about 2500 small craft, in use or in storage, includes shallow-draft boats used in Vietnam riverine operations, boats used in erecting floating bridges, picket and dock boats, tugs, fireboats, and the landing craft and amphibious lighters used in combat personnel and cargo operations.

The Army total doesn't count air-cushion assault and landing boats, non-self-propelled barges, or lifeboats carried aboard other vessels; nor does it include larger vessels such as tankers and cargo ships. (Yes, there are ships in the Army.)

We can tell your friend that we'll concede that the Army has more tanks if he'll admit that the Navy has more boats. It's only fair.—ED.

My Name is Official Business

SIR: Name tags. Who is authorized to wear them and by what authority?—YN2 R. E. N., USN.

• Name tags may be worn by both officers and enlisted personnel, if authorized to do so by the commanding officer.

But, according to Uniform Regulations (article 0128), they should be worn only at appropriate gatherings, such as conferences, seminars and other similar occasions, and only while attending such meetings.

At other times, when an easy method of identification is considered necessary or beneficial in the performance of their duty, individuals may be authorized to wear name tags but, here again, only while actually performing such duty.

Regulations call for tags to be worn on the right breast in a position corresponding to that of ribbons on the left, below any breast insignia already

being worn. They may not be worn when medals are prescribed.

Size of the identification tags is regulated, also. They must measure $\frac{3}{8}$ -inch by 3 inches (longer in case of lengthy names), and be constructed of a nonlustrous jet black plastic-type material with white, $\frac{1}{8}$ -inch high, block-type letters of the last name only.—ED.

Propeller on Wave Insignia

SIR: Can you tell why the enlisted WAVE cap device consists of an anchor with an engineering device background? What significance does the engineering symbol have?

Not only I, but a WAVE Reservist of many years' standing and several of our male contemporaries, could not even hazard a guess.—YNCS Helene Edmondson, USNR.

• We asked Captain Rita Lenihan, USN, Director of the WAVES, for her comments. She said:

"At the time the WAVES were established in 1942, an appropriate emblem was considered to be an important means of establishing identification for the women in the Navy. Accordingly, a device symbolic of the Navy was sought for such identification. Consideration was also given

to a graceful line which would complement the feminine, rounded lapels of the uniform jacket. The design of an anchor superimposed on a propeller was deemed to be nautical, artistic, and graceful.

"There was no intended relationship between 'an engineering device background' and the device design of anchor and propeller which was adopted for the WAVES."

Insofar as we and Captain Lenihan know, the device design of anchor and propeller does not symbolize a naval aviation propeller or the propeller used in a ship's propulsion system—though we have known some WAVES whose faces could launch at least several hundred ships.—ED.

Insignia Have Rights and Lefts

SIR: Warrant officer shoulder boards usually present no problem for the wearer. They are generally identical and can be worn on either shoulder.

However, after buying my first pair of Aviation Electronics Technician Warrant Officer (W-1) boards, I was informed by a fellow warrant that I was wearing two left shoulder boards, that the top of the atom should point to the rear of each board. I had one,

The destroyer USS Epperson (DD 719) maneuvers in the Pacific.



pointing aft and the other forward.

Recently, I purchased a pair of boards for my forthcoming promotion to CWO2. This time I find that I have two right shoulder boards. Will you please steer me in the proper way to wear them?—WO1 E. B. H., USN.

•There are several warrant and corps devices that have rights and lefts, so to speak. In most cases where rights and lefts are involved, Uniform Regulations specifies that the insignia should be placed parallel to the stripe and some identifying part of the insignia to the front.

In the case of Aviation Electronics Technician, the manner of wearing instructions should have included "... bottom of the tilting atom ring to the front."—ED.

The Golden Mean—Er, Median

SIR: Your response to the letter appearing on Page 60 of the March 1970 issue contains an error in its usage of the word *mean*. As you may learn by consulting any competent dictionary, *median* is the word which describes that point in a set of numbers (or scores) such that half the numbers (or scores) in the set are above it and half below it. On the other hand, the mean of a set of numbers (or scores) is the average value.

For example, for the five numbers 3, 4, 5, 7, 11, the mean is equal to 6 and the median is equal to 5. —LTJG David B. Macneil, SC, USNR.

•Thank you for correcting our error.

The rest of what we said in answering the letter to which you refer — which you may recall was a question about the factors in enlisted advancement — was correct.

The mean score (properly defined as the average of all raw scores) is assigned a "standard score" of 50 on advancement tests. From that point on, our account of the selection process was accurate.—ED.

Apprentice Knot

SIR: I much enjoyed the letter from D. R. G. in the April 1970 issue on the figure-of-eight knot, also known

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

•USS Herndon (DD 638)—The 28th anniversary reunion will be held in New York City 4-7 September. For information contact Angus Schmeltz, 35 Henry St., Succasunna, N. J. 07876.

•USS Saratoga (CV 3)—The 19th annual reunion will be held in San Diego 9-10 October. Former crewmembers may contact Doug Alley, 651 Balboa Ave., Coronado, Calif. 92118, for details.

•VRF-3—Former pilots and officers of Naval Air Ferry Squadron Three are invited to contact A. G. Willauer, P.O. Box 161, Reseda, Calif. 91335, for information regarding a proposed reunion.

•USS Los Angeles (CA 135)—Former crewmembers who served during the period 1951-1952 may contact Amos J. Andres, 642 W. 5th St., Dickinson, N. D. 58601, for information regarding a reunion.

as the Apprentice Knot—the insignie of the old-time apprentice boys. I was the last to wear it in active service. I still do in the lapel of my civilian outfit.

Yes, Mr. Editor, you are right; I am still "going strong" at 82, slowing down a bit, but still very active in the Great White Fleet Association and into doings of the U. S. Navy. I attend lots of Navy League meetings, etc.

Your answer to D. R. G. was correct in every detail. Over the years, many people in and out of the service have called the Apprentice Knot a square knot. It is not. The square knot is entirely different.

Many people do not know what the figure-of-eight knot was used for. When a man was using a block with a line reeved through it to lift heavy weights, he tied a figure-of-eight knot in the end to keep the line from slipping through when not in use.

Thanks for remembering me, and

keep up the good work.—TMC Harry S. Morris, USN (Ret).

•Thank you, Chief, for your kind words and for the information on how the figure-of-eight knot was used. We wish you fair winds and a following sea for many more years.

As we noted in the April issue, Chief Morris signed on as an apprentice in 1903 and retired in 1958. Since the apprentice recruiting program was abolished in 1904, he was, as far as he and we know, the last man on active duty to wear the figure-of-eight knot which was the distinguishing mark of former apprentice boys.

Now living in San Diego, Chief Morris is chairman of the Great White Fleet Association, an organization dedicated to preserving the memory of the fleet that sailed around the world from 1907 to 1909.

Nowadays, when he puts on his uniform for special occasions, the chief no longer wears his knot. In its place he has 13 gold service stripes—ample evidence of his almost lifelong service to the Navy.—ED.

About Those Evaluations . . .

SIR: The letter entitled *Even Multiples on Work* (ALL HANDS, April 1970) said the lowest mark on an enlisted performance evaluation is 2.2. This is not correct.

Article 3410150 of the *BuPers Manual* makes it clear that the lowest marking space—the right block of the far right column—represents 1.0 on the 4.0 scale. The left block of the right column represents 2.0, and working along to the left, the next column begins with 2.6 on the right side and 2.8 on the left. This system continues in even multiples to the left until the last and highest space represents 4.0.—PN1 R. W. N.

•You are correct. In the letter to which you refer, we misrepresented what YNC H. H. J. actually wrote to ALL HANDS when he introduced the performance marking scale as a topic for discussion. He did not state that the marking blocks correspond only with the 10 even multiples from the lowest, 2.2, to the highest, 4.0. Give our typist an X in the far right column.—ED.



"Make your dog stop playing dead around the chow hall; it's bad on morale."

DEMPSEY-



"This is control tower to XY 2; we're checking your position now."

DUGGAN-



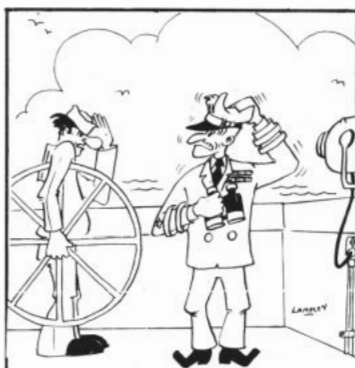
"Hey, Moose, where did you put my soldering iron?"

DUGGAN-



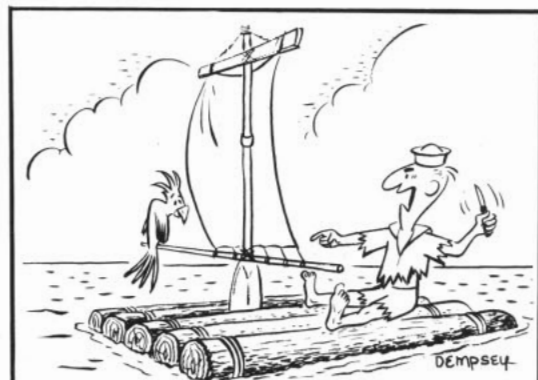
"Now, don't pull too hard."

DUGGAN-



"Sir, I'd like to report a steering casualty!"

LANTRY



"It's eggs or else. . ."

DEMPSEY-

TAFFRAIL TALK

TWO CARRIER LANDINGS aren't much of a naval aviation career—but for a pigeon it may be a record.

Airman Glenn Prove found the bird perched on a compass (trying to get his bearings, someone theorized) on the bow of USS *Intrepid* (CVS 11) while the ship was operating off Florida.

Anyone who knew AN Prove could guess what he'd do. Earlier, he'd launched bottles with enclosed messages; one, dropped off Corpus Christi, had brought a reply from the Florida Keys. And he'd raised pigeons before joining the Navy.

He attached a note to the bird's leg: "Your bird landed on our ship, please write back," with his name and the *Intrepid* FPO address. The pigeon took off—looking for another "bird farm," of course.

Soon Prove found himself summoned to the bridge, where the captain handed him a message from USS *Saratoga* (CVA 60).

"The pigeon landed aboard on number three wire with OK pass," said the dispatch. "Unable to determine whether NAVAID failure, or casual approach to carrier recognition, consider pigeon's judgment superb in selection of place to receive TLC. Due to fatigue and general rundown condition, pigeon admitted to sick bay. Will refuel and induct into AIMD for routine maintenance check prior to launching after arrival in port."

When the bird first landed on *Sara's* flight deck, it presented a command problem. No one was sure who had jurisdiction over feathered aviators. So it was passed around from the flight deck crew to the chaplain to the navigator—and then was finally taken in by the flight surgeon, who gave it a grounded chit and prescribed rest.

After two days of R&R aboard *Saratoga*, as the ship entered Mayport, the bird made its takeoff assisted by the carrier's launch crew. (Who else?)

Now only a problem of semantics remains. Sailors on both ships who were so inclined could ponder the question: was it a carrier pigeon looking for a home, or a homing pigeon looking for a carrier?

* * *

THE PERFECT SAILOR'S COFFEE CUP has been invented. It's spill-proof.

According to the inventor, engineer Stan Russell of the U. S. Naval Oceanographic Office, "it can swing several degrees and the coffee barely even ripples. In two years I have never spilled a drop."

The spill-proof cup had humble origins. Mr. Russell started with an ordinary dime-store cup.

He made a metal frame that fits around the bottom and sides of the cup. Attached to the frame are three chains which converge on a carrying ring above.

The length of the chains was the critical factor.

"First we figured the slosh frequency—that's the frequency with which the coffee sloshes back and forth," he explains. "We did this by timing with a stopwatch the flicks of the coffee against the sides of the cup."

"Using the frequency we got from that, we computed the pendulum length to give the right pendulum frequency."

See how simple? You too can make a spill-proof cup.

The All Hands Staff

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: ANCHORS AWEIGH—** Musician 1st Class Glen Burnes blows a few oompahs on his sousaphone as USS *Wasp* (CVS 18) gets underway for a European cruise. He is a member of the Carrier Division 14 band. *Wasp* is flagship for the division. The band will play for the crew and in concerts at ports of call on the tour.



A Salute to the Four Fleets

